











Association of Northern Car Clubs



TRAINED DOGS

NORTH WALES

Dave & Grace Pedley

Photo Courtesy of

Pete Owen

WWW.SCIBAMSGOFFOURS

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Clitheroe & District Motor Club www.clitheroedmc.co.uk



Ecurie Royal Oak Motor Club www.eromc.co.uk



Garstang & Preston MC www.gpmc.org.uk



High Moor Motor Club www.hmmc.co.uk



Preston Motorsport Club www.facebook.com/prestonmotorsportclub



Stockport 061 Motor Club www.stockport061.co.uk







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All advertising revenue helps to fund SD34MSG Contact either Maurice Ellison or Steve Johnson for more details

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Chairman's Chat May 2022



2022 is progressing very well with registrations now standing at 110. This is mainly due to 3 clubs being very active in promoting the SD34 MSG championships to their members and competitors on their events. We are very fortunate that SD34 MSG have a number of volunteers that run all our championships for the clubs and competitors, These championships run with ANWCC cover grass root – marshalling, speed events, road rallies, stages rallies, autotests autoSOLO and car trails, all run by professional volunteers. Why do you not want to join? 110 have....Member clubs may have their events in SD34MSG championships; however it is for the clubs to ask the championship compliers, this normally is from August onwards, the previous year.

SD34 MSG will hold the first face to face meeting this month on Wednesday 18th May at 8PM, at The Poachers Bamber4 Bridge, easy motorway access! This meeting is open to any members from a member club; each club is encouraged to send a representative. I know that we now have several clubs with long travel distances, SD34 MSG is here to help make grass root motorsport happen. SD34 MSG has a number of clubs that work together to put on events; this is needed now more than ever. I have to say by help being involved with SD34 MSG often results in more marshals at events. Since James Swallow and myself took on our role for SD34 over two years ago, Covid has prevented us meeting face to face but we have "ZOOMed" together! Those that wish to eat before the meeting arrive for 6:30pm and have a meal.

Marshalling at events is something I am requested by email for events from Wales to Scotland. This is not going to improve quickly. Sadly, I fear that some stage rally events will need to reduce mileage and stages; fuel cost and travel cost is hitting all volunteers.

Many of you will know about AutoSOLOs, these events, now split the entry into 4 groups. This allows the entry to help run the event as they do a drive - rest- marshal - rest system during the running of the event - will other disciplines of our sport need to look at this competitors marshalling?.

The Sapphire Solutions Timing App gives the event organiser a total event management system and it allows a small team of organisers to run several events per year.

The 3 clubs that run events at Lymm and Blackburn Services have invested in new cones over the last few years, blue, green, yellow and a few red ones, so that it is hopefully easier for the drivers to find the correct route. For a £40 entry





fee, AutoSOLO is motorsports best kept secret. No overalls, No helmet and drive your every day car if you wish.

Drive safely

Steve Johnson

(SD34MSG Chairman)



- ... this month I'd like to start with a big thank you to all our championship contenders! Last year we finished with a total of 235, as we slowly recovered from the lockdown situations. For 2022 we have just received the 300th registration the first time we have reached that milestone since 2008! So, a big thanks to all of you and hope you have an enjoyable and successful year.
- ... of the 300 no less than 252 have started at least one event, with one contender already competed 7 times! Plenty of events left for everyone to get the maximum scores, and don't forget start in three disciplines and you qualify for the Allrounders Championship.
- ... the big increases in contenders competing are in the Forest and Road Rally championships. The Forest series had a good increase last year but has grown even more this year, whilst our Road Rally series last year suffered from a lack of events, especially in Wales, but has bounced back really well.
- ... our Road Rally championship has had three events to date, two in north Wales where 65 contenders have scored in the North Wales Rally Challenge. With our 2022 series comprising 9 events (best 6 scores to count) and five of them in Wales then I was surprised to receive a rather surprising announcement from our neighbouring Association (see press release elsewhere!) (See Page 53, Moz)
- ... our Targa Rally Championship has had two aborted starts, both Bala and Stockport losing their main venues and having to postpone their events our championship calendar shows the changes.
- ... our Speed Championship has seen the SD34 Challenge join us and we welcome their competitors, many of whom had already registered with is. Both series use the same formula for points but there are a few more qualifying events in the ANWCC series.
- ... our Trials Championship started off with a double header in north Wales the first, organised by Bala, having to be abandoned just after lunch-time as a heavy hail shower made the course far too dangerous to continue. By that time, sufficient hills had been tackled to allow for full results to be calculated. Better weather the following day for Clwyd Vale, but still a challenge.
- ... something noticeable these days is that some of our championship contenders are venturing far and wide to contest events, and we will try and include those results on our website archives, although they do not qualify for championship points. In the past week there have been ANWCC competitors on events as far apart as North-East Scotland and Essex!
- ... Motorsport UK are coming up with a couple of proposals that could have a negative effect on us, so we are submitting our comments! One is the restriction on calendar changes, the other relates to first-timers enquiring about motor sport. On calendar changes our championship regulations cover the problem of changes beyond our control. As for new enquiries MSUK is looking at being a central point for newcomers and then they will be directed to their local association as only about 30% of our championship contenders live within the

ANWCC map area as defined by MSUK I wonder which association they will be directed to. This is in conjunction with the Streetcar project.

We ask all to assist in promoting our championships – "Regional championships for club competitors".

Keep checking the website for updates, and hopefully see you out on an event somewhere.



Dave V Thomas

Championships Co-Ordinator Association of North-Western Car Clubs

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Visit the ANWCC Website and Registerfor the 2022 Championships



SMC Stages Rally 10th April

lan Clapham: 116 CC

The Altratech SMC Stages is an 8 stage single venue event based at Anglesey Circuit in North Wales, the event is 95% tarmac with a short loop on gravel around some

disused MOD buildings, there were 4 individual stages run twice to give a total distance of 46 miles.

I was again co-driving for Mark Gellatly in the Mini Rally Challenge in a new car this time & supported on event by Ben Bloor from WB Motorsport in Stafford. Seeded car 66 & with a start time of 9.29 we started stage 1, 7.3 miles with 2 sets of splits & 2 merges with a 30 minute break before the same again as stage 2, quite a tricky first 2 stages with potholes & rough loose causing us to bend a front strut, huge thanks to Mark Livesey in the borrow of his! After the first 2 stages Mick Smith & Paul Stringer leading Gordon Davies & Tina Horsefield by a second!

Stages 3 & 4 were 6.5 miles & this time anti clockwise around the main circuit, the very fast section to the south of the circuit showed the Mini's are underpowered nevertheless great fun!, no dramas here & a change of leader in the Mini's, Glenbrooks Guy Butler & Rob 'Chicken' Jones with a 4 second lead over Mick & Paul with Gordon & Tina still only 1 second behind.

Lunch followed with a welcome hour & a half break to give the volunteer marshals from Stockport 061 Motor Club time to reconfigure the circuit once again, the final 4 stages of the day had a start from the entrance near the main entrance to the circuit, stages 5 & 6 were 4.9 miles clockwise around the circuit with some tricky sections that will catch some people out including ourselves, straight away & up onto the loose we oversteered up onto a concrete slab & landed on a tyre, thankfully we reversed off but lost 20 seconds at least!, that dented Mark's confidence for the remainder of stage 5, stage 6 unfortunately saw Gordon & Tina miss a split & took a stage maximum, such a shame as they were going so well, Guy & Rob extended their lead to 11 seconds from Mick & Paul with Mark & myself in third.

Stages 7 & 8 were the best for us, the car seemed to suit this layout very well, Guy & Rob unfortunately had a stage maximum on the last stage due to a suspected failed drive shaft.

Final positions were Mick Smith & Paul Stringer in 1st place followed by Mark Gellatly & Myself with Mark Norwood & Carl Norwood completing the podium.

Thanks to my driver Mark Gellatly along with the support from friends, Gellatly (Stafford), WB Motorsport & Lanes Group.









... and that is WHY the chicken crossed the road.

lan Clapham: 116 CC

Motorsport North West Ltd

North West Stages 19th March

No spark but perseverance pays off

Phil & George Jennings: Warrington & DMC

The usual build up to our main event of the year was very different with the passing of Dave Read, who always used to give words of advice prior to the event and encouragement to keep going, even when things seemed hopeless. A good friend and club member who will be sadly missed. We needed to get to the start just to honour him and keep the feeling going. Our longest continuous running rally

Apart from the big shopping list of new parts to keep the scrutineers happy we had the added fun of swapping out the clutch which had been left broken since 3 Sisters in October. BCD Clutches in Leeds turned around refacing the flywheel and supplying a new assembly very quickly. Thankfully, fellow club member Craig Kennedy helped out massively with use of his facilities and tools to make the job much easier. Still a tricky task on the BMW, especially around the starter motor, which we would find out to our cost later. We managed to get several pressing jobs done in there which helped also

Just to add cost and salt into my wounded wallet, the tow car's clutch started slipping on the way back from Craig's meaning another expensive clutch swap.

On to the eve of the day and a long day it turned out to be. Set up at Myerscough college and off into the hills for the recce. Lots of note changes were needed with lots of extra cautions for me to shout at Phil. Back to Myerscough and as it was just me and Phil at the time with no service crew and Phil's wife for support, we got the car through scrutineering and ready for the evening trip to Garstang









A late 8pm start up the A6 to join the celebrations. The problems started straight away with the voltage dropping away and the battery light on the dash. We joined the main street with the car struggling to start. Amazingly a car shop stayed open late to help any crews (https://carcaregarstang.com). Without their help we would have struggled as he supplied us with a new battery. Once we left the start ramp the car ground to a halt around the corner. Using the onboard toolkit, we swapped out the battery to get us back to Myerscough.

Thinking a failed alternator was the culprit we got out the spare, only to find out it was the wrong one, probably off our old 4 pot engine.

Legend Fires North West Stages Continued from page 8

A lengthy set of messages and calls ensued and luckily my brother found one hiding in the garage taken from a broken engine which overheated on a disappointing 2019 LFNWS. So a 1 ½ hour round trip down the M6 to retrieve the replacement and back to the hotel for 12.40am

Rally day and a clear crisp misty early morning greeted us. Lots to do and once we fitted the new alternator it was up the road for fuel. Wow £60 and it didn't touch the sides. The battery light now out on the return to HQ which was good.

So 09:37 and off we go. Sets up for the Beacon Fell stage feeling nervous as I had little experience on the pacenotes. Firstly, my intercom lead came off, so I had to shout the notes out to Phil. Off we go and into the first caution, downhill into a tightening hairpin right. Heavy fuel load and cold tyres sees us sliding Luckily Phil engaged brain well and avoided us going right off the tarmac and down the steep slope. Unfortunately, the car tipped up slightly leaving no traction on the back wheels. It took several minutes for marshals to make it over to us safely and push us back. Thanks guys. However, by the end of the stage the battery light was on and the engine was misfiring. We drove out onto the road section where it stopped with a flat battery. After about half an hour the car sparked up into life, so we slowly headed for Myerscough.

Once back Phil's son in law pointed out about the circuit with the starter and the battery and after some poking about in the darkness with a screwdriver and a torch we found the culprit. A ring terminal had got trapped behind the starter when refitting it. Once fitted we were up and running. A word with the scrutineer and the organisers and we were back out for the 2nd leg under super rally rules.

The Lewth stage was short and sweet. Very rough in places but I was just happy to complete our first closed road stage without any drama. On to Beacon fell for our second attempt. We got around cautiously but safely. Sadly, the Saab in front of us came to grief in the car park area after looking like it hit a gatepost. Then in the downhill section at the back of the hill we saw the Peugeot 205 which had crashed heavily. This got my nerves on edge and it showed in my calls with my voice going at some points.

Into the Long Knots and Hawthornethwaite stages which were again cautious and uneventful. I was just happy to get the mileage in after the morning's disappointment. I started improving with the notes getting quicker and not losing my place helped by me removing a lot of detail from the notes. Nicky Nook went well as Phil remembered a lot from 2019 Back in service the earlier stage stoppages and cancellations meant Lewth being missed and a shortened leg around the North east loop again. The scenery on the road sections was stunning with the perfect weather conditions.

The last leg, Phil got into his stride and with me having a little more confidence it showed in the quicker times, overtaking several cars in the stage and almost catching another at the end of Nicky Nook. The biggest problem was the low sun on the moorland section of Hawthornethwaite with Phil struggling to see and relying on me more in that stage with the notes.

All in all, going over the finish ramp was satisfying and classified as a finisher in super rally was a great thing for us. We even spoke to the marshal who helped us get going on SS1. The crowds were great and people supporting the event at the side of the road gave us a good feeling.

One memory of the day was a little guy in his pedal car at the side of the road section going to long Knots, getting very exited as we passed and we gave him a wave. Thinking that we were one of the last cars to pass he must have been very happy to see us all that day.

Once done and dusted it's now time to take stock and see if we move forward with our other project but it will be sad to see the old BMW go after 11 years competing in it. Never say never though

See you all on the stages soon we hope



Colin Blunt: Clitheroe & DMC

After a successful Mull Rally last year with John Deegan we partnered up once again and decided we would put an entry in for the inaugural East Humberside stages rally and what a great idea that was four stages run twice close by to Beverley MC home town on some cracking closed lanes.

We were seeded at car 66 in the little Subaru Justy with the



Courtesy of Ashleigh Blunt Photography

Honda K20 stroked to 1.6 engine that john built himself and believe me if you have heard it its like a heard of angry wasps and vey very quick.

SS1 We were off to a flying start and we knew these roads were going to be quick so I thought I would strava the stages after we got up to 45^{th} O/A and 2^{nd} I/C

SS2 I thinking was correct 107mph down the country lanes and we were looking at a good result if we could keep this up....

SS3 we dropped 2 places and SS4 dropped a place in class to 3rd and we hadn't done anything wrong others were just getting faster.

SS5 We climbed positions again up to 43rd O/A and now 2nd I/C this was turning into a battle.

SS6 We got reports back that 1st I/C had messed up at the bails and were now 1st I/C

SS7 John was really trying and left his braking too late on a square left somehow we still retained 1st I/C

SS8 We just needed a quick tidy run and we could win our class off we went and I couldn't ask for any more we did it and got 1st I/C and 39th O/A

Colin Blunt: Clitheroe & DMC



Colin Blunt: Clitheroe & DMC

Just recently I have been doing quite a lot of work over in Ireland so when one of my work colleagues "Domhnall Lennon" at Ardee Coach Trim asked me if I would co drive for him on a rally in County Mayo in a Mk2 Escort it was a no brainer, now Domhnall is usually in the silly seat so I was questioning myself a little because these Irish lads are quick... So the Rally started in the lovely town of Claremorris where I met up with Domhnall and the crew I was the only English guy there and boy did they make me welcome. We went through scrutineering and signing on where we got ac-





User Console - in reach of both crew members

customed to a new tracking system very useful for letting the organisers know if the stage was blacked etc this way they could make decisions on if to stop the stage or not. Different but clever.

The rally comprised of eight stages over the day with 141 competitors.

SS1 Was cancelled because of a crash and we got a notional time a detour to **SS2** here were off to a very nervous start but achieved 71st O/A and 1st I/C **SS3** we had a bit of a wide exit on a square right and up the banking this dropped us to 83rd O/A and 7th I/C **SS4/5 and 6** we climbed steadily back up finishing SS6 4th O/A 4th I/C it was now back to service and quick check around the car all was good so off to last two stages.

SS7/8 was a final push and all went well we climbed up the leader to 68th O/A but we could not improve on the class position 4th. Would I go back "Darn right I would" fantastic rally Mayo Club.

Colin Blunt: Clitheroe & DMC



Three Sisters February 20th 2022

Colin Blunt: Clitheroe & DMC

17 years ago was the last time I drove a rally car with Mark Blunt at the side of me and to actually coax Mark into co – driving again was going to be a challenge... the excuses ranged from I've no overalls or no helmet or just I have not got the time due to his business "MB Motors in Rossendale".

Well when he told me he's going circuit racing I was absolutely gob smacked, but hey ho its motorsport and if that floats his boat who am I to judge. So he preps his car and guess what he now had overalls, helmet and a Hans device so once again I approached him, haha he laughed I've no license. So a quick call to MSUK and his race license covers him for codriving, no excuses now.

So off we went to Three Sisters with my Fiesta ST150 that I had built during covid.

Now let me tell you it was one very damp day and because we hadn't been out for 17 years we were seeded at car 50.

SS1 and I think Im going well to say its lashing down when Mark says "what's up with you your can go faster than this" oh yeh I forgot hes a circuit racer now....!

Well we were 24 o/a and 4th I/C.

SS2 we was pushing when we had an electrical issue where we lost the throttle and the the only way to reset it was to turn the ignition off and back on this dropped us to 31st O/A 7th I/C

\$\$3/4/5 saw us moving back up the board until the issue came back on **\$\$6** this time we limped out the stage as were ner the end.

SS7/8/9 were trouble free and we climed up to 21st O/A and 3rd I/C SS10 the last stage we pushed and caught a couple of cars and towards the end of the stage the car in front lost control in the horrendous conditions we managed to get past him whilst he was still spinning and finished our rally in 21st O/A and 3rd I/C I think Mark was surprised how much fun it was, will he do it again watch this space.

BUILDING & TIMBER SUPPLIES







Colin Blunt: Clitheroe & DMC

Midland Manor MC

9th April 2022

Colin Blunt: Clitheroe & DMC

Well what a fantastic weekend at the 2nd round of the BTRDA Motorsports Forrest series Rallynuts Stages SS1 Myherin 1 we sat on the start line with two cars in front of us and the snow came down... off we went and boy was it slippy we got to the end of the stage 8th in class so a decent start with 17 in class

SS2 Hafren what an awesome stage fast flowing with speeds nearly 100mph here we were now 6th in class and climbing as we came to the finish in sweetlamb.

SS3 Cwmysgawen we had problems starting the car push start it is then. A short 4 mile stage and should have been nothing.....but we had a little off on a 5 right which cost us 40 seconds and dropped us down the leader board by 52 places and 14th in class on the stage.

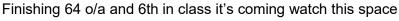
On our way to service we noticed the rev counter messing about after turning off all unneeded power in the car and booking in MTC2 we struggled to get up the hill to service, which resulted in pushing the car to service, massive thanks to MSL Motorsport who helped us.

We diagnosed the alternator at fault and with an hour sevice we had time to change this and get back out on our time.

SS4 Myherin 2 again very fast stage john really got his head in gear and pushed hard giving us 6th in class.

SS5 Hafren 2 pushing hard again over what was now a deteriorating stage especially coming down into sweet lamb we crossed the finish with massive grins on our face "awesome stage" we were 5th in class

SS6 Cwmysgawen 2 on the start I reminded John of the 5R which caught us out !! So off we went into the last stage we was on a mission we came to the 5R near the end to be greeted by our fan club ready to pull us out the ditch do need this time the line was perfect and off we went to the finish and 4th in class for this stage.



Massive thanks to Jack-Taylor Gribbins, William Berry, Janet Blunt and Ash in service.

Also to all the Rallynuts Stages team and Marshall's well done.

Next round Border Counties Rally 14th May



Photo Courtesy of Phil Taylor





Photos Above Courtesy of Chris Ellison

Colin Blunt: Clitheroe & DMC

Midland Manor MC



9th April 2022

Fresh from Rally North Wales
Victory, Matt Edwards and
Hamish Campbell continued
their excellent form to head a
historic Fiat 131 one-two on the
2022 Rallynuts Stages Rally

Paul Commons

With the Rallynuts Stages Rally attracting a very healthy contingent of historic machinery, and upon finding myself with a clear diary, it would have been rude not to head to mid Wales (Hafren in my case) on what promised to be a cold but pleasant early April day.

Indeed more than 35 historic category crews would leave the Builth Wells start line headed up by not one but two Fiat 131s; relatively high numbers for a BTRDA round but aided in part by the use of classic mid Wales stages such as Hafren and Myherin and being a qualifying round of the HRCR Stage Masters Challenge and the Welsh Historic Rally Championships.

And the crews would face a tricky opening couple of stages with snow on the ground in parts and the odd wintery shower thrown in too but it was the Italian machines of Matt Edwards / Hamish Campbell and Nick Elliott / Peredur Davies that would find themselves tied for the category lead as the event reached the Mid-day service halt; the pairings each claiming a fastest category stage time before tying the short Cwmysgawen test to leave everything to play for over the drier afternoon loop.

With brake bias issues corrected at service however, Edwards set a blistering pace through Myherin 2 and Hafren Main especially to find himself with a whopping 37 second advantage as they headed back to Cwmysgawen for the final 4.73 miles of the event. This had been yet another excellent drive by the 3 time British Champion who would go on to claim category victory by an impressive 40 seconds.

With Edwards in a league of his own over the afternoon loop, Elliott would instead find himself looking over his shoulders as the leading Ford crews closed in. Indeed Meirion Evans closed the gap to 9 seconds after SS4 and then to 8 following SS5 but with only a short stage 6 remaining Elliott just had enough in hand to register an excellent category one-two for the RSD prepared machines.









Rallynuts Continued from Page 13

A strong afternoon push for Evans and co-driver Gwynfor Jones was however rewarded with 3rd in Category and class H3 victory aboard their MK2 Escort; the Welsh duo leapfrogging the similar machine of Ben Friend, who was suffering with a misfire, and managing to keep stablemates Roger Chilman and Paul Morris at bay.

The combined class H1/H2 victory would go the way of Jonathan Brace and Paul Spooner with 14th overall in the historic section, the MK1 Escort duo ending the day with a 42 second advantage after a seemingly faultless drive. The battle behind was far less clear cut however with David Lloyd Roberts catching and passing both the Fords of Andrew Stokes and Neal James over the afternoon loop to claim the runner up spot in dramatic style.

Elsewhere, Alan Walker and John Connor in yet another MK2 Escort would claim class H4 honours with 11th in the historic category. Meanwhile Matthew Hirst and Declan Dear perhaps surprised some with a very dominant display to take overall rally victory by 31 seconds. Perhaps more impressive still they were an incredible 23 seconds quicker than anyone else through Myherin 1! Definitely a crew to watch out for this season.

Overall this had been another top day out in possibly some of the UK's finest rallying territory rounded off nicely by the amazing views on the drive out of Hafren

forest. It will probably be a couple of months before my next rally but after such a good start to the season it can't come soon enough!





Paul Commons

MOTORSPORT PHOTOGRAPHY

Paul Commons Motorsport Photography

Paul Commons is an accredited motorsport photographer covered by public liability insurance to the value of £5m.

His weapon of choice is a Canon 5d MKiii, backed up by a Canon 7d, and combined with a range of 'L Series' lenses.

Product

- JPEGS, prints, press releases and reports.
- Standard prints are available at very reasonable prices from his website.
- For a little extra he can arrange for professional prints to be delivered direct to the customer via the excellent Loxley Colour.

For pricing and any other enquiries please get in touch via email

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Or visit the website

http://paulcommonsmotorsport.com

Regardless MC

The 'Steve Gornall' Memorial Rally

23/24 April

Gary Evans: Matlock MC

A new road rally organised by the new Regardless Motor Club (formed 2021) based in Lancashire. The event named in memory of one of the founding club members Steve Gornall who passed away last December. A new organising team comprising some of Lancashire's seasoned road rally competitors put on a superb rally which me and Rich only entered the week before the event.

The start and finish was at the Redwell Inn close to the Lancs/Cumbria border where there was a proper road rally atmosphere, oozing with passion for the sport and noticeably friendly. The Redwell Inn being an iconic venue as it was used in the early Motoring News Championship rounds. The route used maps 97, 98 & 102 - used regularly by the Clitheroe MC road rallies, 97 being one my favourites. Initially, we were a little put off by this, as most rallies on those maps use the same fell roads - Lythe, Gisburn Forest and Trough of Bowland, so would this be more of the same? Additionally, could this event match the quality of organisation of a Clitheroe event?

After plotting the route at the start we were confident the answer to the first question was NO - this was quite a novel route using 3 well known whites (Kit Brow, Haylots and Mansergh) but none of the aforementioned fell roads, was a superb mix of twisty steep bits, some excellent not as map bits and the rarely used Kingsdale and Barbon Dale. Maybe this would even things out between the local crews and us southerners from Derbyshire. The answer to the second question is a resounded YES, the paperwork was spot on, neutrals were short, the controls were in the right place - no ambiguity, the marshals were spot on and obviously well briefed by the Chief Marshal on what to do - it was a quality event.

We were running car 2 behind a very quick crew and local road rally winners Seddy and Sam in their 106 Rallye. There were a lot of code board and PCs to keep the average speeds down and it proved to be a busy night for navs. In the other seat, Richard was about to prove he was on a mission, confident with the fresh Turbospeeds on each corner. I'm not going to talk through the route here (you can contact me for the plotting) but no horses were spared and we knew we were pulling time out of Seddy and Sam when we arrived at TC's.











Photo Courtesy of Duncan Littler

Steve Gornall Memorial Rally Continued from page 15

This was a very committed drive by Rich, especially over Kingsdale and Barbon Dale which in many places are not as map, we were on the edge at times. We overshot a couple of NAM code boards later in the event but otherwise had a perfect run. Memorable moments were passing our previous retirement spots; the gravelly not as map bends at Birks Farm and that gateway we got wedged in on the Morecambe rally a few years ago (both on map 97). We had a chuckle that we made it through them both safely this time.

All but one section were cleaned by the top crews and on this section we nicked it from Seddy and Sam with 1:49 dropped against their 2:18 taking the win. We were delighted on the victory and the excellent trophies provided by the organisers.

Well done to the Organising team and the supporting team behind the scenes for putting on a quality event, I hope you run it again next year and maintain your differentiated style, I'm sure it will become a round of several Championships.

Richard Hunter / Gary Evans : Matlock MC Car 2 : 2nd O/A



Duncan Littler

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Tony Lynch salvages podium finish from tough opening weekend

Wigan racer Tony Lynch was able to salvage a podium finish from what proved to be a challenging opening meeting of the Retro Rallycross Championship season at Lydden Hill.

The Landsail Team Geriatric driver headed for the Kent circuit hoping to make the most of a raft of upgrades carried out on his Toyota MR2 over the winter, although a lack of pre-season testing meant the first two rounds would be something of a step into the unknown.

The opening two heats for round one saw Tony grab a pair of third place finishes but an issue with the gearbox on the car then forced him to retire from the final qualifying heat.

Despite that, Tony qualified in third spot on the grid but the issues with the gearbox resulted in him being forced to pull off the circuit seconds after the lights went out leaving him classified back in fifth place.

With round two taking place on Bank Holiday Monday, the team used the day off on Easter Sunday to replace the gearbox in the car - instead fitting a standard spare 'box to the car to ensure that Tony could do battle on track.

Third in all three qualifying heats, Tony was this time able to contest the points-scoring finale where he brought the Toyota home to the flag in third to grab some hard-earned silverware.

Despite the challenging nature of the action on-track - which leaves Tony second in the early-season standings - there was reason to cheer as Landsail Team Geriatric was awarded the Martin Schanche Trophy for the best presented team in the Retro Rallycross paddock last season.

It marks the third time that Team Geriatric has secured such an award for presentation, reflecting the effort put in to ensure that the sponsors and partners are represented in the most professional manner over the course of a season.

"There are real mixed emotions after Lydden Hill," Tony reflected. "On track, we were hoping for better results across the two rounds but the issue with the gearbox on Saturday was one of those things that we couldn't control.

RETRO RALLYCROSS 2022 CHAMPIONSHIP Lydden Hill







"The team did a great job to replace the 'box for Monday and we were able to put up a good fight on track but ultimately, there was only so much we could do with the standard unit fitted.

See Page 93: Team Gereatric awarded the MARTIN SCHANCHE TROPHY

Port Talbot MC

Tour of Epynt

16th April 2022

Paul Morris

Sensational Protyre MSUK Asphalt Rally Championship debut for Ruairi Bell as he wins Tour of Epynt at first attempt

Ruairi Bell made one of the most incredible rally debuts ever seen on Epynt by leading the Nigel Ferguson Fabricators Tour of Epynt from start to finish and recording an extraordinary 44 second victory to take the early lead in the 2022 Protyre Motorsport UK Asphalt Rally Championship.

Driving his ex-Kalle Rovanperä Inspira-backed Škoda Fabia R5 in competition for only the second time, and the first time on asphalt, the 22-year old from London gained the praise of his rivals as they could only admire the uncatchable stage times that he set over the event's fast and challenging seven stages.

Bell contributed much of his success to his co-driver Max Freeman and the trust he had in the pace notes – something you need in abundance over the blind crests and deceptive turns of Epynt. But at a venue where experience is considered vitally important, first-timer Bell was exceptional in his Pirelli-shod Fabia.

"The car has given us so much confidence and we've just been concentrating on each stage as it comes and not over-thinking anything," said Bell.

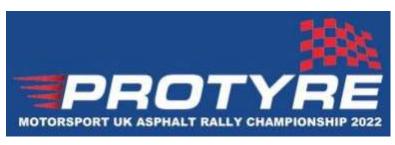
"The stages on Epynt are awesome and it all just came together very well. And there is more to come from me and this car!

"It was all about the pace notes. It might be a daunting road but if you can describe it well and have someone next to you who can read it back properly, whether you know the road or not shouldn't affect it. And that's always been my approach. People can know the roads, but all I want is a good set of pace notes. Trust the car, the team and the preparation and just drive."

Mark Kelly took second place Protyre Asphalt points in his Roccia Tiles & Bathrooms/Tilemaster Global Ford Fiesta R5+. With each pace note event last year's Protyre











Asphalt Championship runner-up does he just gets more confident and faster, and this performance was his best yet. He had a slight fright when the car unexpectedly refused to change down gears near the German Village on SS3, but he and co-driver Neil Colman survived that to put in another textbook performance in the Michelin-shod car.

James Williams lost time on the opening stage with a massive high-speed spin into a chicane, which dented his Hyundai's i20 R5's door and sent a huge hay bale rolling down the hill. The time lost restarting the engine was bad enough, but he also got a 20 penalty for hitting a chicane (as did Kelly). From then on Williams and co-driver Dai Roberts flew over the stages and set the fastest time on the final stage to claim a spot on the Protyre Asphalt podium by just three seconds.

Continued on Page 19

Tour of Epynt Continued from Page 18

John Stone was the driver to just miss out on the podium, but he was also delighted with a trouble-free run in his Legend Fires Volkswagen Polo GTI R5. Co-driven by Rhys Stoneman, changes made to the car after a recent shakedown event had enabled Stone to drive faster than he'd ever done before on Epynt, and in a car that was very enjoyable to drive.

Steve Wood was hampered slightly by a handbrake issue on his City East Ford Fiesta RS WRC, which cost him time at Four Ways Bridge. He and co-driver Dale Bowen collected fifth place Protyre Asphalt points and were happy to be the first non-R5 car home.

Stephen Simpson survived a few trips across the grass in his smart CA1 Sport-run Tudor Glass Ford Fiesta Rally2 to claim sixth in the Protyre Asphalt Championship – the Manchester driver ably guided by Patrick Walsh.

They finished on the same time as Bob Fowden/Aled Davies but took the position thanks to a quicker time on the opening stage. Fowden's Comline Auto Parts/NGK-backed Subaru Impreza S11 WRC was a wonderful sight over the Epynt ranges, but despite driving it on the limit (and overcoming intercom failure) the 16-year old ex-Petter Solberg car is beginning to show its age and is no match for the state-of-the-art R5 machines.

Neil Roskell was disappointed to only score eighth place Protyre Asphalt Championship points. He'd won the Tour of Epynt last year and had finished third in the Protyre driver standings, and whilst he felt that he was pushing hard the stage times weren't there. Stalling twice on the start line of SS2 didn't help either! An extended midday service enabled the team to make set-up changes to his ND Civils/Collins Construction Ford Fiesta R5+ and together with Andrew Roughead he was much quicker in the afternoon – although too much time had been lost in the morning to challenge for victory this time.

Huw James was the top two-wheel drive competitor home, despite not having a clutch on his Ford Escort Mk2 since the start of SS4. The problem didn't slow him down, nor restrain his spectacular driving style, as he and co-driver Dafydd Evans roared on to a magnificent result – which also gives them the lead in class B13 and the Ford Escort Challenge.

Roger Moran/Den Golding rounded off the top 10 Protyre Asphalt finishers after a good and trouble-free run in their Škoda Fabia R5+.

There was a fierce battle for second in class, which was decided on the very last stage in favour of Rob Tout/Terry Martin – despite their AJM Mitsubishi Evo 10 feeling a little sluggish and down on turbo boost. They beat Oliver Hopkins/lan Taylor, the Hopkins Race Transporters-backed Mitsubishi Mirage crew enjoying a good run but were delayed slightly on SS2 when a car ahead of them had crashed.

Adrian Spencer got the defence of his class B14 title off to a good start when he and Mark Hewitt came home fourth in their RED Industries Subaru Impreza WRX.

Chris Rice/Neil Bye were using their old Subaru but pulled off the road at Llandeilo'r Fan Triangle on the penultimate stage with smoke pouring from the exhaust of their Impreza.

Darren Atkinson/Philip Sandham stopped to change a puncture at the Telephone Exchange four miles into SS3, which ruined any chance they had of a good result in their Atkinsons Sandblasting/S&W Fabrication-backed Escort Mk2.

Olly Hunter/Jonathon Kennedy clipped a bale on SS4 and were to later put their Ford Escort Mk2 off the road and out of the event.

Paul Morris: Championship Coordinator

Email: pmorris81@hotmail.co.uk Tel: (+44) 07891 261456 His mother wanted him to be a priest.

Can you imagine having to give up your sex life; and then once a week all those people come in to tell you the details and highlights of theirs?

Reilly went to trial for armed robbery.

The jury foreman came out and announced, 'Not guilty.'

'That's grand!' shouted Reilly. 'Does that mean I can keep the money?'

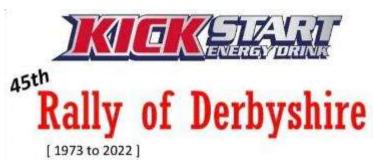
Patrick went into the confessional box after many years of being away from the Catholic Church.

Inside he found a fully equipped bar with Guinness on tap. On one wall, there was a row of decanters with fine Irish whiskey and Waterford crystal glasses.

On the other wall was a dazzling array of the finest cigars and chocolates.

When the priest came in, Patrick said to him, 'Father, forgive me, for it's been a very long time since I've been to confession, but I must first admit that the confessional box is much more inviting than it used to be.'

The priest replied, "Patrick, you moron, you're on my side."



Barry Allman: Clitheroe & DMC

When my driver of the night Stephen Flynn mentioned a rally in Derbyshire I was so up for the challenge! WOW my last rally in this area was WAY back in the 1980's in the last Millenium!!

We had given his MG ZR with it's replacement gearbox a REALLY good test on the forest based Shaw Targa up on the Otterburn Ranges. This would test Steve's tarmac skills with just a FEW miles of whites (sumpguard recommended). More new maps ordered from dash4it.com a quick pop down to Don Barrow Navigational Supplies in Tarvin near Chester to top up my rally kit and purchase a spare potti (DB6 LED corded), to go with my super DB9 LED cordless potti. #AllTheGearNoldea. Got to thank Maurice Ellison, Andrew Lowe and Rod "Chicken" Bryn Jones for trying their best to get me back up to speed on the latest/ new rally navigational techniques #OldDogNewTricks As I am an offically a pensioner now!!

Time to get an entry (Tick) then dig out my old maps and formulate a plan of action, even found some OLD Black and White pictures too!! Downloaded the Regs and the Finals, getting quite professional at all this now, he he, if only!

The 29th of March saw Peter Wilkinson and I doing the

The 29th of March saw Peter Wilkinson and I doing the CDMC's March Scatter in his Suzuki Swift Sport managing a win and so good Omen.

Wednesday morning and I woke up with the current lergy which spoilt my plans of checking out a few slots to refresh





my memory from 40 plus years ago. Pleased to say a quick recovery saw me on Saturday 2nd of April heading up to Harper Hill and the Swains rider training centre to meet up with Steve, who was in the queue for scrutineering. Arriving I saw the Go Kart track which turned out to be the First Test of the night!

The usual black spots, etc to plot plus the FIVE handout/rejoin point plots, diagrams of the NAM's and the 37 passage checks/codeboards. Plus something special an A4 sheet showing the route around the Go Kart track including the code board location, a little different. Time for a quick walk around the track and a chat with all the folks there on quite a chilly night.

23.01 saw car 1 line up for the first TEST all within the start venue, fastest was car 6 Thomas Hick and Sam Spencer on 1.11. Club members/Friends Kris Coombes/Louis Baines where Going For it and stopped the clock one second slower on 1.12. After a few skids and flying over the bridge we managed 1.30 and got the code board too.

23.53 and car one was at MTC1 to pick up the first section instructions on the minute, 00.16 and it was our turn (car24)

Thanks here to Gary Evans and Ben Briant and all the Matlock Motor Club team and Marshalls it was going to be fun. Loaded up with Paracetomols and Ibuprofen #TeamWallaceAndGromit headed south out of Buxton.

Kick Energy Rally of Derbyshire Continued from Page 20

First on a marked map extract, MTC1 to NTC2 went smoothly as I focus'd on the route (up passed High Edge Raceway, a classic) . There where 8 passage checks down to STC3, we overshot a couple but soon settled down, dropping 58 secs. STC3 to NTC4 was a quiet run through Longnor. To meet up with the lads Jez, Matt and Paul, thanks for marshalling. Hand out two was given out at NTC4 down to STC5 and STC6 (Tulips this time), cleaning to STC5 but dropping 4 mins to STC6. Trying to read the tulips on the go proving not to be a good idea but at least we where not alone!

STC6 to NTC7 was another quiet through Hartington this section was stapled behind hand out one !! nice one !! This was the WHITE maze of Dale Head, Steve (after the recent Targa) was on it here, push in your door mirrors was the instruction ! it was that narrow ! Herringbone this time which didn't go too well, Grrrr an area I knew well in the OLDEN days. Another 4.09 dropped, back through Hartington took us to NTC9. Hand out 3 a mix of grid lines, spot heights, green dots dropping down to Wetton arriving at STC10 dropping a further 10.06, missed some slots, deffo not my night.

I never give up and so pushed on NTC11 to STC12 was spot heights and arrows through a farm, better just 1.36 (an average time lose) through my favourite place 11 Am or

Photo Courtesy of Jez Turner



ILAM to NTC13 and Hand out four Grid Lines. Onto STC 14 dropping another 3.08 Grrrr (my fault), couldn't find Bulldog lane (wrong name !!) on the way to NTC15, phew , found it. It was Tulips again to STC16, this section worked and only 1.04 dropped.

More fun! in the neutral section got us finally to NTC17 and Hand out 5 taking us to STC18, STC19, STC20,STC21, STC22 and finally MTC 23.

Going back up the map (119) to the west of the A 53 all the way up to Axe Edge (we missed it !!) then down the A54 onto map (118) .

Wildboarclough, Nab End and Jenkin Chapel leading to The Goyt Valley. Some classic rally roads which I KNEW well it wasn't my night but as always

I learnt alot and we did have some fun.

Congratulations to the winners Richard Hunter and Sasha Heriot a super drive .

I had in my head that the time limit was 45 minutes at the last control MT23, as we where OTL (over time limit) for the last few controls but with

no opportunity to cut some route. Plus some classic roads that are not used alot. It totally finished off the night to find we where OTL at MTC23 and so not classified as finishers. Double Grrrrrr. it was now 4 am, so back to the start load up Steve's car onto his trailer and wave him off.

No breakfast halt, so I found the nearest petrol station with a coffee machine, more meds then slept for 6 hours in a layby (YES I DO SLEEP sometimes) #LivingTheDream.

Well done Steve, you where on it ALL night if only I could have kept us on the correct route.

Major DeBrief with my navigational guru's and lots of different techniques to try on my next event. #Live And Learn !!

A busy month in the life of a co-driver

Liam Whiteley : Manx A.S.

So far, this month has been the busiest yet with a rally on every weekend. First of all, we started with a Targa event on the Isle of Man, Saturday 2nd April which was the Haydn Minay Targa rally. The first week of April is normally the Easter stages, which was ran in the island's plantations; however due to several reasons it hasn't been ran for a few years. The 'Targa' was therefore introduced to give the same type of feel and it didn't disappoint. Attracting nearly 30 competitors and using two different plantations, with one in the morning and one in the afternoon. From the muddy and slippery conditions in Archallagan, to dry and dusty in Conhrenny; it was a testing day with typical Manx weather to suit. I was co-driving for my Manx counterpart Maxx Bradshaw, and we were seeded car 1 due to winning the Targa event overall last year, so no pressure. Nonetheless, it proved to be a successful one, and we came out victorious by over 3 minutes; ultimately giving me and Maxx a record of 2 Targa's started, 2 Targa's won overall. There was one moment however on the last test before the interval, we went through a bush and lost our rear bumper but that didn't stop the fun and a quick repair ensured we were back on the chase.

Next up was the Rallynuts in Builth Wells and I was co-driving for a Welshman called Tim Jones, who hadn't been out on a stage rally for over 10 years. It didn't take him long to get back in the swing of things and we had a trouble-free day finishing up 79th Overall. Tim and I are competing in the Welsh Championship as well as the BTRDA, our next event together is the Plains on the 21st May, so keep an eye out for us on the stages; where we will be looking to build on from where we left off.

One week later and it was back to Wales again for myself down near Builth for the Tour of Epynt, I had a call to sit in with a local chap who needed a co-driver; so, I took the opportunity and headed back down there. I have always wanted to have a go round Epynt as many people speak about the place and all I can say is 'wow'. The stages are mega but must be treated with a lot of respect. We were supposed to be competing in an ex-works Nissan Sunny but on the Wednesday it tightened up on the rollers, so it was plan B and to use the Nissan Micra F2 kit car, however that wasn't playing ball either and after 5 hours of head scratching there were still no answers. Therefore, a last-minute offer of a









1400 Nissan Micra for a bit of craic and a skid round was just the ticket. Talk about smiles for miles, it was a proper good run and with it being a Micra it was back to my roots as I first started off co-driving in one of them albeit a 1.0L. Then finally, this last weekend it was the Clacton Rally with the EDSL boys, and a young lad called Rupert Flynn in a Ford Fiesta R200. Those cars are phenomenal and are such a trick piece of kit. It was Recce Saturday, followed by 2x evening stages on the promenade which were packed with spectators coming out to support and watch the event. The Sunday followed suit and the spectator areas were rammed full, which is so good to see and the fact that many people are still coming out to watch and support our sport. We had a good run on the 2x Saturday stages (onboard on my Facebook page) however any chance of a decent result was gone when we had a slight excursion early in the day. We battled back and the times were improving, and the pace was starting to show, coming home 64th overall and 8th in class.

I now have a small break before my attention turns to my local event, the Manx rally on the 13/14th May with Recce the weekend before. Again, I will be sitting in with Maxx Bradshaw in the Mitsubishi Evo 3 which we competed in, on the BTRDA calendar last season. It is currently in a state of being rebuilt for the event and I cannot wait, not to mention it is being ran as an 'international' event.

To keep posted with my travels and progress in chasing my dreams of becoming a professional stay tuned; please feel free to like / follow me and share my Facebook page - Liam Whiteley Motorsport.

Liam Whiteley: Manx A.S.

A recreation of the Lombard RAC Golden Fifty attracted over 60 crews from all over the UK.

A non-competitive event, it covered around 125 miles in Gloucestershire, Hereford and Worcestershire, with the aim of replicating a flavour of the Golden Fifty, which in itself was a commemoration of 50 years of the RAC Rally.

The original event was made up of autotests, hillclimbs and tarmac stages, and the 2022 event included a special test at Prescott to start the day, a chance to sample Shelsley Walsh hillclimb and a run over the famous tarmac stage at Burwarton Park.

Squeezed in between was 125 miles on tulip road book to keep drivers and navigators on their toes.

Organisers HRCR were rewarded with a quality entry of classic cars, which included Paul and Maggie Dyas (Derby Bentley), Bob Beales/Mike Leflay (VW Oettinger GT), Charles and Nick Reynolds (Alpine Renault A110) and Peter Banham/Betty Banham (Riley 1.5).

As a sponsor of the event, Mini Sport of Padiham offered to bring Paddy Hopkirk's famous Mini Cooper S 6 EMO to run as course car, and entrusted Steve Entwistle to drive it, with Neil Johnson roped in to try and guide him around.

Guest of honour was due to be 6 EMO's owner, but sadly he was unable to flag off the cars after being laid low with a virus. However, HRCR Mini Sport Cup driver Clive King stepped in at the last minute to do the honours.

Despite not having driven the car since winning the 2019 Rally of the Tests, Entwistle was quickly in the groove, entertaining the crowds at the untimed Prescott special test.

The first section of almost 50 miles gave crews the chance to sample some of the best driving roads on offer before pitching up at Shelsley Walsh.

The famous old hillclimb, which simply oozes history and has in essence remained unchanged for decades, provides a stern test of machinery, and the opportunity to drive it, unrestrained by speed limits, was a moment to savour in the day for everyone

After lunch at Shelsley Walsh, crews set off for more nadgery lanes and fast, flowing B roads, before the afternoon highlight, a run through Burwarton Park, as used on the RAC in 1970's and 1980's.

Although speed-limited, it still gave everyone the chance to drive one of rallying's classic stages.

There was a warm welcome for all the finishers at the Talbot Inn at Knightwick, set on the edge of the Malvern Hills, where drivers, navigators, marshals and organisers got together to hear the stories of the day.

Thanks to Paddy Hopkirk and Chris Harper of Mini Sport for the loan of 6 EMO, Steve Entwistle for a great display of driving (especially Burwarton), Rob Eastwood for transporting the car, Michael Anderson for preparing 6 EMO (it didn't miss a beat all day) and the HRCR for organising a day to remember.











NORTH WEST RACERS

With Dave Williams & Daniel Moffat

NORTH WEST RACING SEASON GETS UNDERWAY AT OULTON

The first 2 weekends of April saw the 3 local racing series begin their 2022 championships at Oulton Park. BARC (NW) got the ball rolling on 2nd April with a single race for the CNC Heads Sports/Saloon contenders before BRSCC (NW) took over on the 9th with Double Headers for the Avon Tyres Northern & Super Classic Formula Ford 1600 Championship and the ST-XR Challenge which is sponsored by Vinyl Detail this season.

CNC Heads Sports/Saloon Championship – 2nd April

In the absence of his arch-rival, Saker driver Paul Rose, qualifying saw Jon Woolfitt steer his Spire to pole – 4 tenths faster than the MG Midget Lenham of Andrew Southcott. However, this was as good as things got for Woolfitt as his engine was leaking copious amounts of oil when he returned to the paddock. This was a sign that something was seriously wrong with his power unit and he took no further part in the meeting.

So, it was Southcott who led the field away when the red lights went out albeit only briefly as heading down The Avenue for the first time he was down in third behind Paul Dobson's Mazda-engined Locost and the Subaru Impreza of Oliver Thomas – the latter put his car's four-wheel-drive system to good use to shoot away from fourth on the grid.

Southcott's MG Midget Lenham is a rapid piece of kit and, having found plenty of traction coming out of Cascades, he blasted past Thomas' Subaru down Lakeside Straight to set his sights on Dobson.

During qualifying, Dobson suffered from a lack of petrol getting into his engine. Having changed his fuel pump before the race he thought he would be able to give Southcott a real run for his money now he was in the lead but on the run down from Hilltop on lap 3, the Locost's engine began to hesitate once more allowing the MG to pass into Hislops.

At the end of the lap, Dobson pulled into the pits. His crew briefly checked the engine but decided there was no quick fix and he headed back to the paddock.

Thomas lost fourth gear and it took him a while to learn how to use his remaining cogs to their optimum. This caused him to be demoted from second overall and the Class D lead by Ric Wood's Nissan Skyline. Therefore, Southcott was able to motor away to take what appeared to be a very comfortable victory however he did have concerns in the closing stages when the sole car entered in Class A developed a misfire. He managed to get to the finish and take the spoils nonetheless.

Wood was 15 seconds ahead of Thomas at the completion of the contest.



Andrew Southcott was the overall CNC Heads winner



Tim Foxlow was a CNC Heads Class winner in his Mk1 Escort



The CNC Heads series always provides an eclectic mix of cars

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North West Racers Continued from Page 24

As he continued to get to grips with his gearbox problem, the latter was also overtaken by Class B winner, Tim Fox-low, in his pristine Mk 1 Escort which had a sticking throttle. Thomas was able to claim the place back at Knicker-brook on the penultimate lap to take third overall.

2020 and 2021 champion, Jamie Cryer, began his quest for a hat-trick of titles by leading Class E in his Ginetta G20 from start to finish. In the early stages, he harried the Class D Vauxhall Vectra of Marshall Groves for fifth overall before deciding to play it safe and make sure he got home with maximum points in his class as his closest challenger in this section of the race was Paul Rotheroe (Citroen Xsara) who took the chequered flag some 10 seconds behind.

Bod Buckby was the only entrant in Class C. He had not raced for 8 years and the Caterham 310R he piloted was the first open car he had competed in.

Vinyl Detail ST-XR Challenge – 9th April

Sixteen Ford Fiestas entered this meeting and, aside from Ian Billington's XR2, they were all Mk6 STs.

After rain earlier in the day cleared, Chris Jones thought the cool temperatures and grippy tarmac were perfect for fast laps so he did his best to avoid traffic and got his head down. In testing Jones had found a setup that suited him and the car so he went with that. He was satisfied with his 2 best laps but was disappointed not to get into the 2:02s but hopes to accomplish that feat when the series returns to Oulton in October.

Jones may have wanted to go even faster but he had a healthy advantage over the rest of the field with his closest rival, Chris Grimes, 0.432 secs away.

At the start of race 1, there was surprisingly little side-byside action at the front of the field heading into Old Hall. Pole-sitter Chris Jones had a superb getaway to give himself clear daylight before Chris Grimes arrived at the first corner.

Meanwhile, Sam Beckett (third on the grid) was beaten off the line by Michael Blackburn who was fourth fastest in qualifying due to a lack of front end grip.

Jones had his head down in a bid to build up a lead over Grimes. He was using every inch of the available real estate – so much so that he clipped a marker post on the apex of the final element of Hislops, firing it into the offside front wing of Grimes' Fiesta.

The man in second place was able to keep within 1 secs of Jones throughout the 15 minute contest but never got close enough to force the leader to take a defensive line. In keeping the pressure on, Grimes was using more of the road than the man ahead, so much so that he caught the attention of the stewards who added 5 secs to his race time.

Jones saw the penalty being signalled to Grimes from the start-finish line but knew his pursuer wouldn't do anything stupid to try and get ahead to build an advantage. Thus, they ran in close order at very high speed – Jones broke the ST lap record on the fifth circuit – but there were no changes of order.

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Reigning ST-XR Champion - Chris Jones scored 2 more wins



Chris Grimes had startline dramas in ST-XR race 2



The ST-XR Challengers leave the Assembly Area

North West Racers: Continued from Page 25

The good news for Grimes was that he had enough of an advantage over the third placed car, Blackburn, to retain second place even when 5 secs were applied. Blackburn's tyres had taken some serious abuse when a vibration developed at the front of his Fiesta.

From observing the dynamics of the 2 lead cars as they pulled away from him, Blackburn came to the conclusion that his lack of speed was definitely a handling issue rather than a lack of power from his engine and so before race 2 he replaced both of the front damper/spring units. When tracking the front tyres after these changes he discovered a broken hub which had put a wheel 8mm out of line. This was probably the cause of his vibration in round 1 earlier.

After Blackburn replaced the hub, he also fitted new front tyres. There was even time to replace the oxygen sensor in the exhaust to clear a warning light from his dash'.

Having made so many adjustments and repairs, it was impossible for Blackburn gauge their individual impact but the overall effect was to transform the car. At the start of round 2, it was he who latched on to the back of Jones when Grimes' Fiesta jumped out of first gear when he tried to leave the grid. Most of the field had overtaken the race 1 runner-up before he was able to get up to speed.

Grimes' stationary car had slightly delayed Beckett which allowed Mark Blunt to shoot into third on the run down to the first corner. This was as good as Blunt had ever run but it was not to last as understeer made it easy for Beckett to claim the final place on the podium with a pass at Old Hall halfway through the contest.

Shortly afterwards, Grimes pushed Blunt down to fifth at the same corner having worked his way up the order. Fourth was his finishing position.

Up front, Blackburn planned to wait until the latter stages before plotting a move for the lead. However, Chris Jones never made a mistake, never missed an apex and never ran wide so no opportunity for a challenge arose – especially as the cars and drivers were quite evenly matched.

Jones was delighted to take his second win of the day on his home circuit while Blackburn was happy to get his car back on the pace. It bodes well for some cracking races during the rest of the season between this pair especially with Grimes and a few others joining them at the sharp end of the field.

Engine problems forced Ian Billington to qualify out of session. His XR2 finished both races although it was well off the pace and emitting lots of smoke.

Dave Williams

Avon Tyres Northern & Super Classic Formula Ford 1600 – 9th April

Due to a change of plan, the Class P category for modern chassis remains part of the BRSCC's offering to Formula Fordsters who race for fun however the entry for the season opener comprised solely of Pre '99 Super Classic cars. The Double Header saw some fantastic qualifying laps, and two intense races.

In qualifying, John Murphy put in a fantastic lap, seeing him take pole by 2.270 seconds in his Class A Van Diemen RF90. He was joined by Andrew Schofield at the front of the grid, with Schofield taking part in Class B with his Reynard FF89. Elsewhere, Alan Fincham was leading the Class C cars in ninth, with his Class rival, Paul Crosbie two places behind him, and finally, Michael Wales was leading in Class D with his Merlyn 20A, putting him twelfth overall.



John Murphy wins a Formula Ford blanket finish

Many people believed that Murphy would pull away with a comfortable win, after his dominant qualifying session, but it was closer than people expected. Murphy, Schofield, and BRSCC Chairman, Peter Daly were all in the battle for the lead...up until the safety car came out after Garath Buckingham came off into the gravel trap at cascades. After the restart, it was a four-way battle, with Alaric Gordon joining the front runners. Murphy had to keep it tidy to ensure the victory, but the others were starting to gain time. Schofield was also finding it comfortable around the track until the safety car was deployed, which made the race a bit closer than he

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North West Racers Continued from Page 26

However, the pack didn't change, with Murphy getting the win after a tough race, with Schofield taking the Class B spoils. Peter Daly finished in third place, one and a half tenths behind Schofield, whilst also being just under fourtenths ahead of Alaric Gordon.

It looked like Fincham would take a promising P7, but with two laps to go, he had issues with the car, which forced him to return to the pits, which meant that Crosbie took the lead in Class C with a P8 finish. In the Class D cars, Roger Arnold completed the contest ahead of the rest, coming eleventh, but he had a close battle with Phil Nelson throughout the race, until the very last corner. Arnold's Merlyn MK20 finished just under three tenths ahead of Nelson's Hawke DL2B. It was certainly a race to remember for Nick Barnes, who started on the grid in P16, but with some fantastic late-breaking and daring overtakes, finished the race in P5, and put himself in a great position ahead of the next race.

After the close, tight racing, many anticipated another fantastic encounter later in the afternoon, which would showcase a lot of action, and it certainly didn't disappoint.

Following his retirement from race one, Buckingham started the race from the back of the grid and had a tough job if he was going to fight his way up through the order. He started alongside Fincham after his troubles, but they seemed to have been fixed as the drivers made their way out of the Assembly Area.



Formula Ford Class C winner - Paul Crosbie



Formula Ford Class D winner - Roger Arnold

All photos Courtesy of PS Images

Once again, Murphy had a great start alongside Schofield into the first corner as they led the field. Gordon was able to find a bit more traction coming down towards Cascades, and made his move stick on Daly to gain a position on the opening circuit. Fincham also made a move on lap 1 against Nelson through Lodge Corner, getting more grip on the exit, and pulled away from the Hawke DL2B. Similar to the last race, the top five began to establish a healthy advantage over the rest of the pack. While doing so, they also had intense battles with each other. Gordon looked to make moves into second, particularly on the inside of Old Hall but had to pull out a number of times due to the lack of grip he found on the track.

As the fight for the podium was happening upfront, there was an equally intense battle between the Class D cars, with Arnold leading the pack. Much of the action was taking place from Knickerbrook to Druids corner, but they just couldn't find a way past Arnold in the opening laps. Daly and Barnes began to catch up to Gordon, and both got past him halfway through the race through Shell Oils, with Barnes trying to pressure Daly into a mistake, particularly through Britten's and Hislops. As Daly pulled away, the fight for fourth came to a head. Gordon got past Barnes at Old Hall and completed the move at Denton's. However, coming onto the final lap, Barnes found extra grip out of Deer Leap and made an excellent move just before coming into Old Hall, and held onto fourth place, with Murphy, Schofield, and Daly taking the podium places.

Despite Gordon getting the fastest lap in race 1 with a 1:51:276, Murphy would have been delighted to add an extra point in race 2 with a 1:50:225.

Nelson eventually moved past Arnold to take the Class D lead. Roberts would also get past Arnold later in the race. Class C saw Fincham finish ninth overall, two places ahead of his only Class C rival, Crosbie. and It was great to see all seventeen cars finish the race.

After a tough first race which saw him retire, Buckingham was voted as the Avon Tyres Northern and Super Classic Formula Ford driver of the day after powering his way through the grid and earning himself an eighth-placed finish.

Visit to M-SPORT and more

Keith Thomas

I am a member of a number of different motor and car clubs probably about a dozen or so, each one is run by hard working committees and individuals who put lots of time and effort into ensuring their club puts on events or activities that their members will enjoy. One such club is the Boness Hillclimb Revival Club or BHCR for short and this was set up as it says to revive the hillclimb at Boness which is situated between Glasgow and Edinburgh and in the 1960s was a very important part of the British Hillclimb championship. For a period of ten years or so the Revival did exactly that and it became the biggest motoring event of its type in Scotland, because of Covid and serious increases in costs it has made it impossible for the last three years or so to put on the event. However the stalwarts in the club are members of other clubs too and they run hillclimbs at Doune and Forrestburn, put on race meetings and other events of interest to members. One such more unusual event was a visit to Malcolm Wilsons fabulous M Sport complex at Dovenby 7 miles from my home but in excess of 150 miles for many of the others who made the trip on April 23rd, very appropriately the weekend of Drive it Day.

Here Malcolm has built up an absolutely mind blowing facility where they have been trusted to build "Works" cars for Ford and Bentley, built hundreds of rally and race cars that have won a number of World Rally championships for both manufacturers and drivers as well as various race championships for Bentley with their GT3 cars, these events being hotly contested against the likes of Ferrari, Audi and others at circuits all over the world.

M Sport have been a big part of developing futuristic technologies for many manufacturers too especially in developing electric and hybrid vehicles that have proved their reliability worldwide in the toughest events possible. They have two dynamometers equal to the best that Ferrari and the F1 teams have at their disposal and also a test track on site right outside one of the massive yet clinically clean workshops that are built to the highest FIA and other accreditation standard for evaluating road cars not just competition cars.

Without a visit to M Sport it would not be possible to comprehend the time, effort, design and money that have gone into this superb facility set in lovey rural surroundings just a few miles from the mountains and lakes of Cumbria.

Thanks to the efforts of Alistair Suttie and David Carlin the visit was duly organised and we were shown around the facility by one of the most knowledgeable and accommodating tour









M-Sport Visit Continued from Page 28

. Roger Fisher was a mine of information answering various questions put to him on all kinds of topics not just about the cars themselves, for instance the logistics of getting cars, people and parts to various locations all over the world, who won what in which car, how do you manufacture various complex structures such as various suspension arms in particular, unbelievable guy indeed.

Away from that job he is also one of those stalwarts I mentioned earlier who give up their time to be committee members and organisers of motorsport events, in Rogers case he does all that but is also the editor of the West Cumbria Motorsport Club magazine" Torque", Superman is a term that springs to mind.

In the early 1960s before I was old enough to drive I navigated for many drivers on local rallies and became really keen to become more involved in motorsport eventually getting to be competent enough navigating on Motoring News Championship events. I passed my driving test when I was 17 but hadn't much money so I drove my dads car whenever I could, I frequented a local vehicle dismantlers yard near where we lived and became friendly with the family that owned the yard. After a year or two various Ford 105e Anglias would appear in the yard so the owner would sell me a damaged or rusty car for £20 and a crashed Cortina would yield a complete 1500cc engine for £30, we would then transplant the 1500 engine into the Anglia. A few of my friends and I in the United Steels Motor Club or the WCMC would organise an autocross in a local farmers field and we would all tear around often calling the event a "Gymkhana" to get around various regulations. Castrol and Duckhams at that time would supply flags or cones with which motor clubs could mark out such course as well as Start and Finish banners a couple of which I still have hanging up in my garage. On occasions I rolled the car but it was great fun so back to the dismantlers yard taking the wrecked one and coming away with another then spending an hour or two doing yet another engine transplant.

The vehicle dismantlers son also liked to come to the autocrosses so his dad brought him a "Sit up and beg" Ford Pop E93A along on his breakdown/recovery truck, the Pop had an 1172cc sidevalve engine but more importantly it had modified brake, clutch and accelerator pedals. What are those I can hear you asking, well they were extended so the youngster could actually reach the pedals as he was very young and the seat adjustment just wasn't enough, that youngster was Malcolm Wilson.

Even at that tender age he used to fly around the fields and he could set up the car sideways and drift it around the corners!

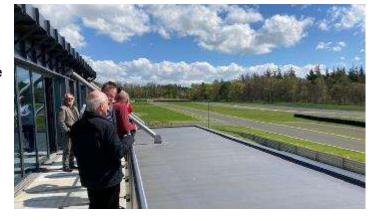












M-Sport Visit Continued from Page 29

I worked for the British Steel company in Workington at the time so generally I would pop into the dismantling yard on my way home from work and young Malcolm after coming home from school would have stacked up heaps of cars to make a course around their yard using their crane then he would get me in the passenger seat and we would hurtle around the yard between the heaps of cars terrifying the customers who were trying to remove parts from the cars as one did in those days long before cheap parts from motor factors revolutionised purchasing spare parts

These were some of the first steps in Malcolms motorsport career, I also took him in the back of my Mini Cooper when I was organising all night rallies and doing clerk of course jobs setting the stop watches at the controls on the selectives or stages. He navigated for me at times on 12 cars and also for my great friend Gerald McEwan, my wife Carol and I competed on the Jim Clark and Lindisfarne National rallies in a MK 2 Cortina GT with Malcolm strapped in the rear seat in full harness belts when he was aged 15 or 16 with only a single hoop roll cage in the car doing lots of stages in Keilder and on Otterburn tank ranges, what would health and safety think about that these days?

When he was 16 he built a 105E Anglia with a Cortina GT 1500 engine which I drove on the Tour of Cumbria forest rally with Malcolm navigating, we were putting up quick enough times to keep us on the leader board until a head gasket blew. He navigated for me on the Derwent stages rally again in my MK2 Cortina GT where we came 2nd overall narrowly beaten by Peter Clarke and Tony Mason in a works replica Escort as they were practising for the RAC rally, Tony mentions this in his excellent book" Masons Motoring Mayhem" (page 69). That was in 1971 and on the RAC a couple of weeks later Peter Clarke and Tony ended up in the lake at Woburn which gave them immense TV coverage, it was that incident that changed Tony's life and brought him to the attention of Stewart Turner the boss of Ford Motorsport according to the chapter in Tony's book. The following year Tony navigated for Roger Clark and they won the RAC Rally outright.

Malcolm serviced for his dad and myself on the 1974 RAC when I managed to roll the car on the first stage but Malcolm and the team repaired the quite badly damaged car during the 5 day rally and they did such a good job I managed to claw back the time lost and we won the Clubmans section by about one and a half minutes. So before he was even 17 years old Malcolm had been part of a motorsport organising team, a driver, navigator and mechanic, I

suppose he was also a team principal employing the services of a driver but to this day I can't ever remember being paid for my services driving the Anglia on the Tour of Cumbria, he was a shrewd businessman even in those days!

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M-Sport Visit Continued from Page 30

When he was 17 he took over BRM730K a MK1 Escort his dad and I built from a new shell for the 1972 Scottish International rally, we bought another Escort UHH709J and for the next few years we ran two cars in the same colour schemes, Malcolm won a Ford competition to win a "Works" RS 2000 which he developed in conjunction with Ford to make it the superb rally car that it turned out to be. He went on to great things driving cars with Peter Russek then Total Oil sponsorship which culminated in him winning the British Rally championship driving the ex Works Ford Escort with 2litre BDA power, HHJ701N.

I stopped rally driving in 1977 after the birth of our first child meant only one income and another mouth to feed but occasionally I serviced for Malcolm and on a couple of occasions I was lucky enough to be asked to navigate for him. We won the 1978 York MC Raylor Rally by an astounding 4mins in April then in October immediately before the RAC rally we had a ding dong battle with Vatenan and Mikkola on the 78 Castrol, what an experience navigating in the forests with such a great driver at the wheel, mind blowing really.

I am so pleased I was able to show him as a youngster how enjoyable motorsport was and how to enjoy it at reasonable expense, like all sports however the higher you climb the more expensive it is and the more dedicated you have to be, no one is more dedicated than Malcolm and he deserves all

the success he has achieved.

Malcolm started his own company Malcolm Wilson Motorsport in 1979 then changed its name to M Sport in 1996 when the company was awarded the Ford contract for rallying as well as competition research and development. This

was a colossal achievement persuading Ford to trust a company based in Cumbria over 300 miles away with reputation of Ford who were already at the top of world rallying at the time, "Win on Sunday sell on Monday" was the whole point of rallying so tremendous pressure on Malcolm to deliver but

that he did and the rest is history.

He has gone on to achieve worldwide success, all done because of his own tenacity, bloody-mindedness it has to





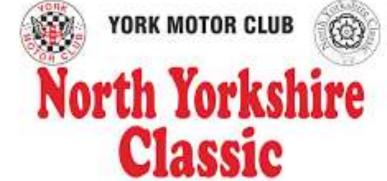


be said as well as superb business skills and hard graft, the fruits of his labour are there for all to see at Dovenby.

He was awarded an OBE in 2009 for services to motorsport, at the peak immediately prior to Covid he was employing about 250 people, he has invested millions of pounds in our area of Cumbria so if you get chance pay to go on a tour of M Sport, you will never spend any money where you get

better value for your money, it is out of this world more akin to spaceship technology rather than motor cars.

At Dovenby you can see just what Malcolm has achieved but we mustn't forget the support he has had from his family especially wife Elaine, mother Pearl, son Mathew and his loyal workforce.



Sunday April 3rd 2022



HAGERTY



lan Clapham: 116 CC

59 competitors started this years tour around North Yorkshire, the 2nd round of the HRCR clubman's championship.

The event was based at the Hawkhills in Easingwold, The charming Georgian and Victorian building is set within a 240-acre countryside estate and a fitting venue for a classic rally!

Fresh from winning The Tour of Cheshire Dan Willan is back with a new navigator this time of Mark Appleton.

Dan & Mark led the field away at 08.30 for a short run north to the first Reg of the day, the route instruction was handed to the crews on their due minute, consisting of a spot height to avoid & 5 pylon lines to cross, a nice little wake up call for the navigators & a number of crews at the tail end of the field missed an IRTC en route to the first test.

The test was at South Eastmoor where it was a pretty straightforward slalom type test but with 3 code boards to collect during the test, the 2 John's, Haygarth & Youd in the Opel Kadett victorious & 5 seconds quicker than the 2 James', Griffiths & Howell! In their lovely 1275GT mini.

Reg 2 took the crews south west through Sutton on the Forest & Huby finishing just west of Shipton, the majority of crews dropping just a few seconds between the 4 controls.

Reg 3 started West of York at Rufforth & finished in Appleton Roebuck via Askham Richard & Colton. A number of crews took their joker on this Reg & 8 missed a code board on a deceptive track before IRTC3.3.

Tests 2-5 quickly followed at Acaster Selby, 2 very slippy tests run twice with 4 different winners here, Haygarth/Youd, the Stone's, Doble/Mann & Powley/ Bosdet.









Not surprisingly on the second pass the times were quicker for the majority of the crews.

North Yorkshire Classic Continued from Page 32

Onto tests 6-8 at the Yorkshire Museum of Farming at Murton, the first 2 tests here were run twice & was a long slippy slalom course around lots of tyres & auction paraphernalia seeing the Opel Kadett once again taking the quickest times! Speaking to the crew at the finish their rear brakes were causing issues all day, who needs brakes on tests anyway!

Test 8 was very tricky with a figure of 8 for good measure & 8 crews taking a test maximum! Unlucky number 8!

A quick coffee halt here then the crews started Reg 4 from the carpark which was a plot & bash of map features that took the crews into Stamford Bridge, not the football stadium but a quaint little village east of York, a short road section followed to start Reg 5 that took the crews north to Whitwell on the Hill where they finished the Reg just before the level crossing, the crews then had a short run down the A64 to start Reg 6 where they received another route instruction on their due minute, a straightforward plot took the crews into lunch at the Yorkshire Lavender.

A number of the crews chose to plot Reg 7 during lunch, a number of navigators pulling their hair out as one of the map features on the handout didn't match some of their maps! Luckily the route plotted correctly with this feature omitted, this Reg took the crews on a big loop around Whenby & Snaregate finishing in Hovingham.

Reg 8 was a Yorkshirelarity, a few crews had not experienced one of these before & lots of crews either missing the code board, missing controls or using their joker.

The final tests were in Spaunton Quarry, clearly a popular venue for motorsport as there was evidence of a recent car trial on the grass bank at the start of test 9.

2 crews took the bogey time on test 10 with a mix of winners here, again the Opel Kadett taking test 9 honours with the Volvo of Willan/Appleton & the Toyota of Powley/Bosdet joint winners on test 10, the Opel Kadett & Staniforth's Mini took joint quickest time on test 11, the Stones' Escort & the Volvo PV544 took joint honours on test 12 & finally once again the Volvo PV544 of Dan Willan & Mark Appleton were 2 seconds clear on the final test of the rally, The Yard.

The final 2 regs took the crews west to Kirbymoorside where Reg 9 was the 'calm before the storm', a simple plot took the crews north of Beadlam to then start another plot & bash on Reg 10, 2 handouts during the route took the crews past the incredible Byland Abbey ruin & into Yearsley Moor, a mixture of map features, grid line crossings, spot heights & pylon line crossings caused some back markers a little head scratching, again quite a number of crews taking their joker here.

The crews finished the rally in the market place at Easingwold, there was a great turnout of locals to view the cars as they arrived in the square.

Well done to Dan & Mark on the overall win with Paul Bloxidge & Oli Waldock taking the overall Novice award.

lan Clapham: 116 CC



Wolverhampton and South Staffs CC

Rally North Wales

26th March

Paul Commons

Matt Edwards and Hamish Campbell overcame both challenging conditions and strong opposition to claim a hard-fought Rally North Wales victory aboard the RSD prepared Fiat 131; a first for the Italian brand in the BHRC.

The Wolverhampton and South Staffs CC organised Rally North Wales would form round 2 of the 2022 British Historic Rally Championship and followed the 'post pandemic' trend of managing to attract a phenomenal entry of more than 150 (if you include the Minis!), which I imagine was partially aided by the use of classic Mid Wales stages such as Dyfi, Pantperthog and Gatheiniog. Amazingly the organisers had also booked the weather with temperatures in the late teens and barely a cloud in the sky!

Desperate to add Pantperthog to the list of UK stages visited but unable to get there in time, we instead opted for an old favourite in Dyfi Main (Stages 2 & 6) and were miraculously able to find spots between junctions 4 and 5 which were new to us. By the time the crews passed by however the incredibly rough nature of the stages had already taken its toll with a number of early retirements and many others battle scarred.

Indeed Edwards and Campbell were already managing a suspension issue but amazingly would find themselves just 7 seconds behind Nick Elliott (with Dave Robson alongside for this event) at the half way point with the MK2 Escorts of Riponian winner Matthew Robinson and 2021 BHRC champion Ben Friend already succumbing to the conditions.

With many a crew electing to take a more cautious approach to the afternoon stages (to ensure a finish), Edwards, with initial problems sorted, elected to press on. And despite the 131 developing a steering problem in the second running of Pantperthog set a blistering pace throughout the remainder of the event to turn a 15 second deficit into a 16 second victory! A fantastic effort by the 3 time British Champion and proof if ever it were needed that the stunning Italian machine can be a match for the Blue Oval stalwarts of historic rallying.

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Rally North Wales Continued from Page 34

Holding a relatively healthy lead of 15 seconds with three stages remaining Elliott (MK2 Escort) would have been favourite to claim victory but unfortunately suffered a puncture in stage 6 which, combined with Edward's electric pace, forced the Cheltenham man to settle for second. Meanwhile Roger Chilman and Patrick Walsh just managed to fend off a hard charging Henri Grehan and Dan Petrie to round out the podium positions aboard their similar machine.

Adam Milner and Roy Jarvis (above) thrive on giant Killing performances and 5th overall on the Rally North Wales National event proved to be one of their best yet. The North Yorkshire duo were visibly more committed than most on both runs through Dyfi Main and incredibly went on to claim category 2 honours in the Ralloy Engineering built, 1600 Crossflow MK1 by 23 seconds! Who knows what the pairing could have achieved had it not been for an incorrect morning tyre choice and an afternoon puncture amongst other issues ...

On any other day, Chris Skill and Brian Hodgson may have found themselves on the top step of the Category 2 podium but had to make do with C4/C5 class top spot aboard their BDG powered MK1 following a strong drive to 6th. Meanwhile Ben and Steve Smith were first home in class C3 and rounded out the category 2 podium positions with 8th in the Pinto powered MK1.

Elsewhere in the classes Rudi Lancaster and Guy Weaver (MK2 Escort) would claim FIA Appendix K honours with 7th Overall, Conrad Bos and Geoff Crabtree (MK2 Escort) would come out on top of a close battle in class D3 with 24th overall and Dave Hopkins and Tony Vart (below) would claim D1/D2 victory with 32nd aboard their Sunbeam.

Courtesy of being the only category 1 entry on the event Bob Bean and Mike Curry claimed the winners trophy, however just getting to the end of this event in their aging MK1 Cortina was a major achievement in itself. Dyfi Main was difficult enough to walk on in parts!

It was great to be back spectating in Wales having not visited since the RAC in November 2019. And given the relatively sensible finish time we even had time to visit the best chip shop in the country (Andrews Fish Bar - Welshpool). Well worth the minor diversion on the 3 hour plus journey home.

Having recaptured the rallying bug of late a trip to the Rallynuts Stages in early April is now on the cards and I

will probably spend the next two weeks deliberating between Sweet Lamb and Myherin! Myherin! similar weather? Very low I would imagine ...









Chances of

THREE in ONE DAY

lan Clapham: 116 CC

Saturday 26th March was quite a busy day, the first event of the day was the WKD Trained Dogs Rally North Wales



based in Dolgellau, the Wolverhampton & South Staffordshire Car Club organised forest event offered access to iconic Stages in Dyfi and Pantperthog forest complex in North Wales based around centralised servicing in Dolgellau Farmers Market with two loops of four stages totalling 44.6 competitive miles. The event supported by the Fuchs Lubricants Motorsport UK British Historic Rally Championship, Motorsport UK Pirelli Ravenol UK Welsh Rally Championship, Fuchs Lubricants RACRMC Asphalt/ Rally2 Mixed Surface Rally Championship, ANWCC Forest Rally Championship, Bowler Defender Challenge and Mini Challenge 2022.

I was competing in the Mini Challenge section of the event utilising the first 4 stages, Pantperthog, Dyfi, Big Ray & Garth, there were 15 R50 Minis that started the event with 4 retirements. Stage 1 was a real eye opener for myself & Mark Gellatly the driver, this was Mark's first forest event and our first event together & we were 7th quickest on the 4 mile stage, stage 2 we were 8th, stage 3 7th & at the finish of stage 4 we were 6th overall, very happy with the result. Well done to Mick Smith & Paul Stringer on their 2nd win in the championship with Phillip Sawyer & Jamie Mactavish in second and Gordon Davies & Tina Horsefield in third.

Following the forest rally I travelled north to just outside of St Asaph to marshal on the HERO Challenge One, HERO Challenge One Clerk of the Course, and HERO-ERA Competition Director Guy Woodcock compiled a 140 mile route starting from the beautiful Beaufort Park hotel in Mold. This included 6 regularities and 10 tests within the beautiful

Vale of Clwyd & Clocaenog forest areas.

My local motor club, Rhyl & District Motor Club were in control of a test in the beautiful private estate of Anthony Hodgson, who allowed the rally to use his estate. On it is a full sized Spitfire model of the original aircraft he used to have on site. Not surprisingly the test was called 'Remembering the Few.' On this test Tim & Mel green in their Mini were fastest by 3 seconds from local crew Rikki Proffitt & Graham Wild in their Porsche 924S.Overall winners were John Lomas & Pete Johnson in their Pre War Riley Sprite finishing with just 1 minute 35 seconds of penalty, second were Alistair Leckie & Matt Outhwaite in their Saab 900 Turbo with Jon Dunning & Henry Carr with their Concours d' Elegance winning Escort RS2000.

After a quick dash home I then travelled to Shrewsbury to the Telford Auto Club Moonlite road rally, again with a new driver Sam Wilson in his beautifully prepared MGZR, the event was sponsored by Roamerlite & open to any competitor with a RS interclub licence who is a member of a car club which is affiliated to the following associations - ANWCC, the WAMC and AWMMC.

Starting at 19.30 at the Sundorne Sports Village the route of some 70 miles south of Shrewsbury using OS Map numbers 126 & 137, we received a simple route handout of 6 figure map references for a start time of 00.34 at TC1, the run out to the first selective took us south bypassing Bayston Hill through Dorrington starting just outside of All Stretton, some incredible roads including an incredibly muddy farmers tracks & yard at Gatten, very fast sections fol-







3 in 1 Continued from Page 36

over another fast section following the Jack Mytton Way finishing up west of Church



Stretton, a short neutral section north to start the final selective from Leebotwood to Cressage taking in a deceptive white at Enchmarsh, a quick drop into a field at Chatwall that was very slippy & a very steep section of road at Evenwood where at least 1 competitor failed to get up the hill!, 7 3-metre controls en route were all pretty straightforward as was the timing & we finished 3rd in class & 9th overall, well done to Robi Wood & Osian Davies on the overall win with Matt Barker & Nick Bloxham second just 5 seconds between them and Richard Jerman & Alan James coming in third.

lan Clapham: 116 CC

TimingAppLive Demonstration Sunday 22nd May

John Clavey of RallyAppLive will be attending the Auto-SOLO, PCA, Autotest at Lymm Services (M6 J20) on Sunday the 22nd of May

Anyone looking to use RallyAppLive or TimingAppLive in the future and would like to see how the system works - he will demonstrate the benefits and answer any questions

I send out a proof/draft copy of Spotlight to those people who send me articles/photos and even sometimes jokes before I send it out to everyone on my list

I wondered at times if anyone ever checks what I send to them, never mind read the whole thing through.

Evidently some do read it through and not just their contribution. See below the reply I received following sending out a proof copy of this issue of Spotlight

Maurice

Your little piece on Paddy Hopkirks birthday I think the autotest televised in the early 60's is the Ken Wharton Memorial event which is still running today but sadly not on TV!! The Northern Ireland team are still winning everything I think they must teach it in schools over there possibly a university degree in autotesting!!

Miniport's Allegro was a bit of a disaster as the 1750 engine was never designed for competition, rods were weak and stroke to long to stand high revs, also the 5 speed gearbox and it's gear change were questionable.

Regards. Mike Farrar

On Thursday the 14th of April 2020 Paddy Hopkirk was 89 years old.



I seem to have a recollection of Paddy Hopkirk driving a Mini in an Autotest somewhere around 1960/62.

It was a Televised competition between the 4 UK Nations (& in Black & White).

Northern Ireland trounced the three other nations

I have searched all over the internet for anything about this and can not find anything, but my search on the internet capabilities are somewhat lacking.

Probably another case of old age and stupidity!

Despite my lack of Internet search abilities I did find the following (Good old Wikipedia)

In 1964, alongside Henry Liddon, Paddy Hopkirk won the Monte Carlo Rally in a Mini Cooper S car number 37, with the registration number 33 EJB.

They are the most recent all-British crew to have won the event. He also led BMC to the team win, with fellow Mini drivers Timo Mäkinen and Rauno Aaltonen placed fourth and seventh.

The victory made Hopkirk a household name: he received telegrams from the then UK Prime Minister Alec Douglas-Home and the Beatles, was given the Freedom of the City of Belfast, and appeared along with his Mini on Sunday Night at the London Palladium.



The MiniSport Allegro with Brian Harper Driving it to 10th O/A. I remember seeing this car in Trevor Roberts' Showroom at Primrose Garage back in the mid/late 70's and thinking 'No Way!'

Maurice Ellison: Clitheroe & DMC

2nd Wednesday Group *AKA 'Dirty Fingernail' Club*

Keith Thomas

We have really missed our 2nd Wed gatherings for the last two years due to Covid but last Wednesdays at Robert Gates was voted by those there as the best one ever, Robert and Di not only put on tea and coffee as promised but food, beers and other refreshments too so a big thank you to both of them.

Robert very kindly showed people around the various buildings assisted by pressganged tour guide Alan, Robert was happy to explain any of the histories of the various vehicles or memorabilia, there were funny tales of how he acquired some of the items that is so tastefully arranged throughout the various buildings.

Di kindly looked after us all like a mother hen and of course she has some great stories to tell of the various escapades with cars and celebrities at the racetracks not only in this country but all over Europe and America as well as Robert has raced cars worldwide.

Someone said to me "Robert has taken shed building to a completely different level" and he sure has, his man cave has leather sofas of the type you get in 5 star hotels, television and a bar plus a kitchen with all facilities, have a look at the photo of Chris Spencer drinking a beer and you can see the sofas there.

I almost forgot to take some photos but when I remembered quite a number of people had left for home as their vintage cars didn't have much in the way of headlights they said so the photos I did manage to get were rather hurriedly taken and missed out the Ferrari and other vehicles but it does give a reasonable idea of our wonderful evening.

Before I even got home there were messages from Tom Alston and others saying what a wonderful evening they had had, others e mailed texted or phoned the following day asking me to thank Robert and Di for entertaining us so well, after speaking to various people since then I have some ideas for future evenings so I will finalise them and send out the information in good time for the next 2nd Wed on 11th May.

Keith Thomas













Comp Safari

What is A Comp Safari?

Comp safari events are based on a pre-set number of timed runs between 6 and 16, with events being run over 1 or 2 days, with onsite camping and catering, there is a great friendly / family atmosphere.

The terrain varies at each event, with sections of graded tracks, flowing meadows, and technical off road sections.

Each car is placed in a class based on Suspension Type, Drivetrain Type, Fuel Type, and Engine Size. This is to ensure you are competing against similar vehicles,

so everybody has a chance of winning a trophy.

Competitors compete across the UK with most events arranged across the central band of England. On occasions we also hold events with other clubs in other areas of the country.

Neil Raven: Ilkley & DMC

Another new experience today for me with Mrs Rave, marshaling on a Comp Safari run by NORC. It was being run in a quarry we visited a few weeks ago on the North Yorks Historic rally and our marshaling post was next to an area we went through so we were familiar with the venue

What we weren't familiar with was the size and noise of the cars going round. Instead of light turbo charged rally cars we were being covered in dust by supercharged V8, V6 and V everything off-road racers! The terrain was also a bit different to the forest tracks and airfields we normally visit with large ruts, humps and tyre wrecking surfaces navigated at high speed

Our host for the day was David Barker who'd invited us to come along and experience this type of Motorsport. He was on the radio, which is always handy to have on your post as you know what's going on, and today there was plenty going on Our transport for the day was our fab 205 and as we trundled through the service area to sign on, she was a very petite French beauty amongst some big hitters. This round was a national two day event which had attracted the top boys and their 500 bhp machines which made the windows shake

Continued on Page 40











Comp Safari Continued from Page 39

All signed on, we joined the convoy to the marshaling point and settled down next to a large heap of grit which gave a bit of shelter from the clouds of dust heading our way

The first run started bang on time and the roar of the first car echoed through the quarry and towards us. A huge plume of dust enveloped the car as it turned tight left and disappeared from site as quick as it appeared. 30 seconds later it reappeared and went round the back of the badgers house, across the ridge and down the hillside. This then led to a long straight that took the cars in to a large bowl with hills and a cliff edge making a fantastic amphitheater for these mechanical gladiators, trying to dislodge as many teeth and spinal discs as they could!

After a loop in there they headed up a track, turned left and along a ridge that took them to another area of the quarry. To spice things up a bit one of the front runners decided to turn left on this final ridge and ended up hanging over a cliff edge! This was only 15 cars in and we had a real cliff hanger!! The clerk of course rushed to the incident on his quad bike and to get there quickly took the most direct route, down a 45° bank No messing, straight down! And because this is a 4x4 event there were lots of vehicles with winches so the extraction was carried out with little fuss

This bit of excitement put the timing back a bit and the hope of getting 8 runs in started to fade. The 1st run was completed and everyone got a good go. Run 2 started well but a







couple of offs and a blocked track caused another delay so we were looking at 6 runs if we were lucky. These delays did mean we got to have a sit down as the cars were running at 30 second intervals and there was no lunch break planned! I'm used to at least a 1 hour feasting session

Run 3 had a few more issues for the stage commander to deal with, including a car on fire at the finish line! The good news was although there were plenty of incidents no one was injured and most got back to the service area to fix their machines and got back out on the next run.

Runs 4 and 5 passed without incident and ran back to back keeping everything flowing. The sun had kept us warm all day but along with dry conditions came lots and lots of dust! During one post and arrow repair David and I disappeared for a few seconds in a cloud of fine dust as a car passed and we weren't sheltered from the dust The dust was also drying out my fair skin and it's still burning now

The last run started off well but a car on its side and one without any steering stopped the run 5 cars off the end. We thought the day was over but once the obstructions had been moved the last 5 cars got a run and fortunately behaved themselves We'd had a great day with fantastic action and some wonderful sounds echoing around the quarry. My favourite car was an awesome sounding V6 Evoke that was being driven well

While both rallying and comp safaris are cars racing against the clock on a set route, that's about where the similarities end. The timing is a lot more relaxed and as long as you run in the time window for your class you can drop in the queue wherever you fancy. The terrain can be smooth grassy hillside or steep rocky tracks that would pull a standard car apart. And how anyone can walk properly after 10 minutes of being compressed in dips, crashed across rocks and thrown over jumps is beyond me!

Thanks to David for asking us along and see how this thriving arm of motorsport works. There were quite a few spectators who paid nothing to come and watch the entertainment. They could sit high up on a hill, well away from danger, and see the best in the UK. A great family day out. Shower time for me now to try and cool my glowing face'

Neil Raven: Ilkley & DMC

Aberystwyth MC Night Owl Rally

26/24 April

Gregg Harrand: Lampeter & DMC

The weekend of the 23rd/24th of April saw the Aberystwyth motor club organised Tomos Lewis Body repairs night owl road rally take place in the lanes of Ceredigion. This 80 mile event would take place on OS maps 135 and 146 and attracted a full entry of 75 cars. Leading the field away at car one was Arwel "spidi" Hughes Jones and Dylan John Williams in Arwel's familiar Mk2 escort. They were the first of six escorts on the entry list. The only non escort in the top dozen cars on the entry list would be the VW golf GTI of Mark GT Roberts and Dylan Jenkins who would no doubt show the capabilities of their front wheel drive car in a sea of rear wheel drive vehicles.

The route began just south of the village of Blaenplwyf before heading south between Llanddeiniol and Llangwyryfon, and included the very twisty section around Cnwc-y-Barcud. This is where the first few time controls were located, with time control 3 being the first where the majority of competitors gained lateness penalties. Car 2, Lewis Morgan and Marc Hughes did best here in their Mk2 escort with only 7 seconds gained, however they had unfortunately picked up 3 minutes at the earlier controls. Also doing well were car 5, George Williams and Cadog Davies, also in an escort, with 28 seconds gained, followed by car 1, Arwel and Dylan who had 33 seconds. From here the route went further south through Trefenter and Bontnewydd, where there was another tight section at time control 4. It was George and Cadog that did best here with 27 seconds gained, this gave them the rally lead, a lead that would unfortunately end prematurely as whilst they would managed to pass though the rest of the first half without gaining any penalties they sadly put the car in its side just before the halfway regroup, forcing their retirement. They were joined on the retirements sheet by car 3, Richard Jerman and Alan James who had clutch issues on their escort, as well as Dafydd Evans and Michael Gilbey who had the coil pack fail on their escort. The route then swapped back and forth over map 135 and 146 for the next couple of sections, circling Tyncelyn and Bontnewydd again before heading towards the coast on the lanes between Rhydroser and Llannon, before going back south to the halfway time recovery just outside of Nebo. Here the









current rally leader was car 14 Martin Curzon and Daniel Llywelyn Jones that held the lead in their Mk1 ford escort with a penalty count of 2 minutes and 7 seconds.

Night Owl Rally Continued from Page 41

Second was being occupied by Arwel "spidi" Hughes Jones and Dylan John Williams on 2 minutes and 12 seconds, and third by Mark "GT" Roberts and Dylan Jenkins in the golf on 2 minutes 24. Expert class leaders were number 28, Bryn Jones and Robbie Push in their puma that were tenth on 3 minutes and 55 seconds. Whilst semi expert class was being led by car 42, Carwyn Madoc-Jones and Gwyndaf Evans, who's ford fiesta was in twenty-sixth with 7 minutes and 3 seconds. Novice class was being led by car 64, Marc Jones and Ryan Hurrell in their Proton satria in twentieth overall with 6 minutes and 1 second.

The second half began with a loop near Penuwch before heading back up onto map 135 where it went north towards Lledrod and Trawscoed. Time control 13 was located here and was another challenging section that saw competitors gain penalties. It was Iwan Jones and Aled Richards that did best here, stopping the clocks with only 14 seconds. Hot on their heels only one second down were Lewis Morgan and Marc Hughes who had an excellent second half. Kevin Kerr and Huw Rhys Manion followed with 19 seconds.

The final section of the event began west of Llangfihangel-y-Creuddyn and finished just outside of Rhydyfelin and included going over some farm tracks just outside of Newcross. From here it was back to the rugby club in Aberystwyth for a well earned breakfast and results.

The winner was declared as car 1, Arwel "spidi" Hughes Jones and Dylan John Williams that finished with a penalty count of 2 minutes and 36 seconds. Second went to Kevin Kerr and Huw Rhys Manion in their Mk2 escort with 3 minutes and 7 seconds. Third went to Martin Curzon and Daniel Llywelyn Jones with 3 minutes and 26 seconds. Expert class winners were Paul Hands and Dan Johnson who finished ninth with 4 minutes and 51 seconds, semi expert winners were Carwyn Madoc-Jones and Gwyndaf Evans in twenty-fourth with 10 minutes and 23 seconds. Meillir Llwyd Huws and Guto Sion Williams took their Mazda MX5 around to a very respectable twentieth overall, winning the novice class in the process. Everyone had enjoyed the rally and credit must be given to the organisers for the enjoyable challenge they put on.

Thanks must go to Tom Beckett for the use of his images in this report

Gregg Harrand: Lampeter & DMC



MARSHALS & TIMING TEAMS WANTED

This year's plains rally will run on Saturday 21st May 2022. The event has moved to Bala and we have 5 stages running in Aberhirnant, Llangower, Alwen South, Alwen North and Clocaenog as well as over 140 entries!

I appreciate you may already have volunteered to come along and help on the event but could I please ask you to send this plea to all your club members.

I am still looking for marshals and timing teams and would like to invite you and your members to come along and support us on the day. We especially need marshals for Llangower and Alwen South and timing teams for most of the stages.

If any of you or your club members are able to help then please can you register on <u>rally stage team</u>. Or contact me at the email address below.

Thanks you in advance and I look forward to your support

Mike Timmins
Chief Marshal Plains Rally

mike@Plainsrally.co.uk

Chief Marshal Knutsford & District Motor Club

Mike.timmins@knutsfordmotorclub.co.uk

Mobile -07747620009



There really are some nasty people about I heard a cat crying outside so I opened the door and saw four blokes in Tottenham Hotspur shirts playing football with it.

I was just about to phone the RSPCA when the cat went 1-0 up

Radio Mutterings March 2022

Stockport 061 MOTOR CLUB Altratech Converting Solutions

SMC Stages Rally 10th April

Ian Davies : Gemini 23

It's an early and cold start as I leave Liverpool for the roughly two-hour drive over to the Isle of Anglesey for the Stockport 061 Motor Club event at the Trac Mon. As I head past Conway the snow-covered peaks and hills of the mighty Snowdon range come into view, a sure sign of the cold yet fine weather ahead. As we have all signed on over the net, it's a brief call into Bill in Control to collect a safety manual and confirm my allocation for the day as a 'roving' split / merge / lap counting Judge of Fact. The paperwork as ever is of a high standard and the meal ticket for marshals is very much appreciated, providing a warm breakfast roll for the day ahead.

I first locate myself around Junction 5, opposite the Control Tower and garages so I can observe and monitor laps for the first pair of stages and then the split for the second pair. The action starts promptly at 09:00 as Car 1 fires off the line and the action really begins. Hardly have I settled before Gemini 62 reports that Car 1 is off at the chicane, query track rod gone and next to hit trouble is Car 43 off at around the same location with a "drive problem". Back at Junction 5 I observe the usual mix of those who can count laps and those who can't, with some cars doing too few laps and a couple who are clearly enjoying themselves an extra lap!. Car 55 is the final victim of the day who expires in clouds of smoke just before pulling off prior to my location at Junction 4 close by to Maverick 3, a blown engine the obvious malady. Of the healthy 65 starters, a total of 62 make it safely out of the stage and straight into SS2.







Stage 2 starts at 09:44 with Car 2, who is breathtakingly quick, at least to my eye. Cutting the corner at the exit of Junction 4 kicks up the dust and provides for some crews an excuse for some sideways action, often in close formation with other cars. To be fair at least where I am the action is close but clean, with no contact. Car 16, the rather sinister looking black MG 6R4 unfortunately slows and then stops underneath the Control Tower. After several minutes 'fettling' however the car resumes back on stage, although their problems aren't over for the day yet. With only one car deciding to enjoy themselves just that little too much the JoF sheet for this run is surprisingly light. The only other drama is at the Stop Line where a spill kit is called for as Car 46 dumps most of their oil on the line. This time around however it's 61 cars in and out of the stage before the change around for the next pair of stages.

Radio Mutterings: SMC Altratech Stages Continued from Page 43

For SS3 and SS4 Junction 5 now becomes one of the split junctions, so pen in hand the action starts at 10:51 after the necessary stage changes have been made by the set-up crews. Surprisingly all are very well behaved at the split and other than keeping the log sheet I have no reports to make. Of this first run the only casualty is Car 50 who stops out at Junction 12 with an apparent gearbox issue, so its 60 cars in and a total of 59 out by half past eleven.

SS4 starts a minute or so later and the action continues on what is a cold but beautiful spring day. Amazingly all continue to give themselves space at the split, although elsewhere Extractor Rescue reports the first of several incidents of cars banging wheels and bodywork out on the stage. To be honest SS4 is for me at least uneventful and passes quite quickly with the final car safely at the Stop Line by 12:08, all 58 cars successfully navigating themselves through this fourth of the eight planned stages.

With the halfway point reached, there is a short 'lunchtime' break as the set-up crews go about their business and Bill asks us all to be back in location by 12:40. I have to relocate out to Junction 6, which becomes a split and later merge junction. Upon arrival there are the usual split and countdown boards but nothing else at the location to separate the crews on different laps and the marshals express some concern to me with regards the stage layout, which I pass onto the organisers via Control. In due course the Deputy Clerk and Steward come around the circuit and we discuss the layout of the junction. With an apparent 'shortage' of cones at the venue (maybe they loaned them out to the A55 roadworks!!) there is a compromise to be made in setting up the stage and with a good cohort of marshals at the junction and my clear oversight from a radio perspective, it's decided to continue not least as the crews in the morning stages have become aware of this layout.

With all now in order SS5 starts at just a fraction before one o'clock and the action at the split for this first pair of stages is fast and furious, but to be honest safe, as the crews give each other a reasonable distance in which to pass through the junction and split. Elsewhere on the stage Car 16 hits trouble and cuts their run short after only one lap, with a likely repeat of the morning's problems leading to their retirement. Next Car 18 is called in as off on the grass with Caron 3 and a 'drive shaft' problem. Gemini Recovery is next to call in as Car 56, who manages to beach themselves on one of the bankings, but after some hard work by the marshals they are freed and continue. Less fortunate is Car 38 who stops around Junction 2 and then finally Car 45 is off at Junction 8+ with Gemini 64. Of the reduced number of 58 starters after the break, a total of 55 make it out of the stage.

The action resumes with Stage 6 at 13:39 and almost immediately there are multiple radio calls about cars stopped on stage with punctures, all in around the old med centre complex of buildings. Cars 4, 8, 14 and 27 all stop to change wheels. Meanwhile a couple of cars collide around Junction 8 and although one continues, Car 14 is stricken with broken steering and will subsequently require a suspended tow from Crossrigg Recovery 5. Car 31 then stops with Gemini 62 at Junction 23, although after a short halt the car resumes, but is reported as losing a lost of fuel, so the Stop Line are warned, just in case. Despite the somewhat chaotic stage run, in the end of the 55 starters, only Car 14 doesn't make it somehow out of the stage.

For the final pair of stages, Junction 6 is transformed from a split to a merge and with the help of the circuit tele-handler four large bundles of tyres are arranged to provide a safe and essential barrier between the two lines of cars as they merge at the junction. Stage 7 commences at 14:51 and I have to keep my wits about me counting and recording the passage of cars into and through the merge. Out at Junction 14, Gemini Recovery reports Car 28 stopped with 'terminal engine failure' and then Car 58 slows and finally stops at Junction 2 with apparently no gears, although they manage to recover themselves non-competitively, making for 53 cars out.

For the final run of the day, Stage 8 starts at just before half last three and with several positions, class and championship positions at stake, there is no room for caution. It seems that everyone from the top to the bottom of the field is giving it their all and the action is non-stop. Thankfully despite this no holes barred approach we only see the demise of Car 51 and one of its driveshafts, making for a total of 52 finishers at one minute past four.

Stockport 061 club can be proud of a well-run event, with it would seem a good entry, blessed with fine yet cold spring weather and overall a good complement of marshals and radio crews.

Ian Davies : Gemini 23
Motorsport UK Radio Controller

Gemini Communications







O/A	Call Sign		Operator	Score	
1	G 55		Steve Broadbent	27	points
2	G	64	Brian Wragg	19	Point
=3	G	11	Mark Wilkinson	18	points
	G	23	Ian Davies	18	points
••	G 25		Chris Woodcock	18	points
••	G	59	Maurice Ellison	18	points
 7	G	38	Sean Robertson	17	points
8	G	33	John Ellis	16	points
9	G	58	Geoff Ingram	13	points
=10	G	1	Bill Wilmer	10	points
	G	4	lan Winterburn	10	points
••	G	31	Duncan Stock	10	points
	G	62	Colin Evans	10	points
	G	9	Keith Lamb	8	points
	G	13	Stuart Dickenson	8	points
	G	16	Bill & Robbie O'Brien	8	points
	G	56	Tony Jones	8	points
	G	65	Brian Eaton	8	points
	G	5	Steve Coombes	Ū	points
	G	6	David Crosby		points
	G	7	Tony & Avril Lee		points
	G	10	Barry Kennedy		points
	G	12	Ricard WM Jones		points
	G	14	Adrian Lloyd		points
	G	17	Robin Mortiboys		points
	G	20	Peter Donnellan		points
	G	21	Derek Bedson		points
	G	24	Paul Henry		points
	G	26	Mark Dickenson		points
	G	27	Roger Schofield		points
	G	28	Andrew Taylor		points
	G	30	lan Ackroyd		points
	G	32	Bryan Flint		points
	G	37	Jermaine Jackson		points
	G	39	Kevin James		points
	G	40	Ian Smith		points
	G	41	Jerry Lucas		points
	G	42	Roger Whittaker		points
	G	48	Peter Langtree		points
	G	50	David Peaker		points
	G	51	Gerry Morris		points
	G	52	Steve Lewis		points
	G	53	Tom & Vicky Mercer		points
	G	54	Peter Shuttleworth		points
	G	61	David Bell		points
	G	66	Martin Rowe		points
	G	70	David Mainprice		points
	G	99	Tim Foster		points
	7		7 7. 00101		F 5/1110

Gemini Communications 2022 Events Calendar



Knutsford & DMC

Sat 21st May

Plains Rally

(BTRDA)

North Wales

Mull CC

25/26 June

Argyle Rally

(GCE ?)

Dunoon (Closed Roads)

West Cumbria MSC

Sun. 3rd July

Legend Fires Greystoke Stages

Greystoke Forest

Warrington & DMC

Sat. 6th August

Dave Read Stages

Ty Croes, Anglesey

Bala MC

Sun 21st August

Gareth Hall Memorial Stages

Trawsfynnyd Ranges

Aberystwyth MC

3rd/4th September

Rali bae Ceredigion

Aberystwyth (Closed Roads)

North Wales CC

Sat 29th October

Cambrian

BRC & BTRDA

Clocaenog etc

Bolton-le-Moors CC

Sat 5th November

Neil Howard

Oulton Park

Bolton-le-Moors CC

November

Cadwell Stages

(GCE)

Cadwell Park

C&A MC

19/20th November

Glyn Memorial Stages

Ty Croes, Anglesey



Bike Rides

Sun 10th July

Manchester to Blackpool

Sun 11th September

Manchester 100 mile

Training

TBA

Fire Training

TBA

First on Scene

Darwen Services J4 M65

Gemini Team Awards & Social Afternoon

December

Dressers Arms

On night of Saturday the 2nd I am Marshalling on the Kick Start Rally of Derbyshire. I have Peter Wilkinson keeping me company and reading the maps except he uses his phone rather than a map (all rather foreign to me this technology - I occasionally yearn for 1" to 1 Mile O/S Maps on Linen - but not too often). It started in Buxton at Swains Driver Training/Rider Centre. As we made our way up the Cat & Fiddle to the start we were met by a few Gritters spreading Salt and the Outside Temperature was less than 0° - So we were in for a chilly night. Swains Driver Centre was in an Industrial Estate built in an old Quarry and had the benefit of a Go-Kart Circuit which was used as a Special Test to start off the nights entertainment. Our Control was early on (we were STC 3s) at the end of the first Road Section. We looked at our Instruction sheet and with an opening time of 00:37 thought we had plenty of time to watch some of the cars tackle the Special Test. What we failed to check was the time of the first car. Whoever had put the Opening Time and the time of Car one had put them the wrong way round so we were due to open (According to our piece of paper) 30 Mins after Car one arrived. Good job we checked again. We managed to see 6 cars do the Special Test before hotfooting it to our post. We set up and whilst it was cold there was not even a breeze and therefor we were not frozen. The opening car arrived and we were told to expect the first few cars to clean the section. They did and so did another 8 crews. The time dropped by the others varied from 18s to 1m38s. Kris Coombes/Louis Baines were having a cracking run (Only car still clean at NTC 9) until NTC 13 where they picked up a 30m penalty and from there on were off the pace. With us only doing the one control and early on, whilst everyone else was enjoying the lanes of Derbyshire we were on our way home. A good night was had by all (well me at least).

Tuesday the 5th and its Les Fragles Funeral. Standing room only and not just us lot from Motorsport. Unbeknown to me (and probably lots of others) Les had many interest outside of Motorsport that we didn't know about and it was only when the Priest and Sheila told us about him being a Prison Visitor at Kirkham, Bird Watching, Canal Boat Cruising, A Caravan at Glasson Dock and a whole raft of other interests that you wondered when he found the time for Motorsport. It is probably of little (if any at all) to anyone other than myself but I am moving the 'office' from the shed (Photo pg 49) at the top of the garden down into the house. The new desk has arrived and now just need to move all the junk I have accumulated there down to the new pristine office. The shed will now be the home of the Lawn Mower and other Garden implements and maybe an overflow for a lot of my junk

Saturday the 9th and I head off down the M6 heading for Ty Croes for the Altratech 061 Stages rally on the Sunday. I am doing radio at post 6 (a split) along with Steve Broadbent.

Continued on Page 48

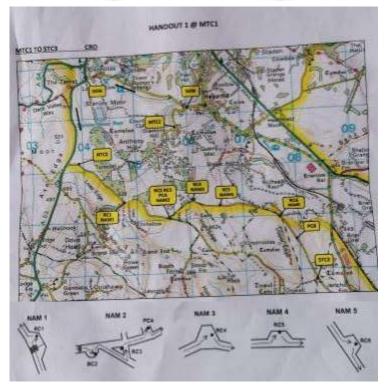
Grumpy Old Git

Still Wittering On & On & On & On & On for now !!!!





Rally of Derbyshire







Grumpy Continued from Page 47

Ty Croes must be the circuit in the UK with the best scenic views - between stages I never tire of looking across the water to the distant hills of Snowdonia. There was just the one exception - A Longton Sprint a few years ago now. We couldn't see those hills because of the heavy rain, and because of the heavy rain very few cars ventured out onto the track. When the rain stopped we still couldn't see the hills but with a drying track everyone seemed to want to get on the track and set a good time. Some very sideways spinting occured.

Car 1 decided to chuck it off very early on but after recovery (after SS2) managed to do repairs and despite missing stages 1, 2 & 3 came back for SS4 but then called it a day. John Stone / Alex Stone (Car 2) was then left to engage in a fight for top spot with Andy Scott / Laura Connell (Car 5) with Scott taking the fastest times on the first 6 stages. John Stone took fastest on stages 7 & 8 to finish in second spot with only a 2 second deficit.

Early in April **Kirkby Lonsdale MC** were in the Shopping Centre in Kendal promoting Motorsport (and I assume their club too) to the public. In the background (behind Myles Whitlock) you might just spot Malcolm Wilson helping them out.





On Page 80 there is notice of the Wigton MC's Awards

Night on the 8th of May. No other than the MSUKs Dave

Richards will be flying in by helicopter to present the

awards. Looking for a report of that (+ photos please)

Graeme!

Continued on Page 49



Stockport 061 MOTOR CLUB Altratech Converting Solutions

SMC Stages Rally 10th April







Grumpy: Continued from Page 48

Whilst on the subject of Wigton MC - They ran a **Drive it Day on Sunday the 24th of April.** I was going to put details of this event in this months Spotlight until I realized it would have taken place before I sent this issue out. (Old Age & Stupidity strikes again)

Wednesday the **20th of April** and I became a Grandad for the 4th time

Easter weekend was motorsport free but then on the weekend of **23/24th of April** it was back out in the lanes for the Steve Gornall Memorial Rally organized by the Regardless Motor Club.

I welcome any organisers of Road Rallies and wish them all the best (it's a big undertaking) but I do think the name of the club gives out the wrong message. Joe public is not aware of the history of the Preston Regardless Rally (which the club is named after) and probably couldn't care less.

Regardless MC are employing the Welsh system for providing Marshals. Each competing crew must supply a Marshal. No Marshal and you don't run. A system that I am opposed to. Some competitors struggle to find a marshal (especially those that have a distance to travel) and some competitors venturing into Wales are having to pay up to £50 to get the services of a local marshal. Another additional cost on top of fuel and entry fee, Insurance, tyres etc etc. I can understand why organisers go down this route but it still does not mean I have to like it.

I would have volunteered to marshal anyway but Pete Wilkinson had already asked me to be his nominated Marshal.

I wonder if I could do two controls for two different competi-



The Steve Gornall





Drivers/Marshals Briefing at the Red Well

tors (one Control Per Competitor) and charge each of them £50? Makes it well worth while to stay up all night and get either frozen to death or soaking wet (On the Hexham this year it was both). Two lots of Goody Bags and still able to claim SD34MSG and ANWCC Marshalling Points too and a breakfast thrown in !!! Now then Mr.Wilkinson I don't seem, to have received my £50 yet. The Steve Gornall Memorial Rally was very well received and ran extremely well. I still don't believe that they needed to employ the 'Each Competitor must supply a Marshal'. Very well done to everyone involved in the organization. Look forward to the event in 2023. I think they will get the entries that they deserve next year - more than they did this year- so get them in early if you want a run.

When I marshal on Stage Rallies, if its 3 hours drive or over and because of the time organisers want me to be signed on for, I have been staying overnight in B&Bs. With the increase in Fuel/Energy cost Hotels and B&B prices have been on the increase and so has the cost of Food (for my evening meal). If inflation takes off, and I fear that it will, I am considering reducing the number of events that I will travel to and stay overnight. I would expect that I am not the only marshal looking at the current expense of marshalling. I wonder if Stage Rally organisers might think of trying the 'Each Competitor to provide a Marshal' Route? I might be starting to warm to this system - I might be able to afford a better class of B&B and restaurants in future.

Very disappointed to see that the Stockport061 MCs TARGA Rally at Weeton has had to be Cancelled. One of the problems of using MOD land is that they can (and do) withdraw permission at the drop of the proverbial hat. Probably all down to that nasty Mr. Putin and we will now be on a higher level of 'Alert' for the foreseeable future and the Army busy training the troops in case it all escalates. I now understand that the 'Heroes Rally jointly organized by Garstang & Preston MC and Pendle DMC has moved to the7th of August. Lets hope that the problems in the Ukraine have been settled (and not just so we can play on MOD property) **See page 65 for details.** Also on that page is some rather good news for Scammondon Dam Hillclimb - A grant from MSUK means that a large section of the 'Hill' will now be resurfaced and improvements to the Paddock area undertaken.

Inside the Industry May 2022

with Paul Gilligan

March New Vehicle Sales Disappoint

Last March we were in Covid lockdown and the car showrooms were all closed. So you'd expect sales this March (the biggest month of the year) to be much better, but sadly not. New cars were down 14% on last year, new vans down 27% and new pickups down over 48%.

None of this was caused by lack of demand, purely by lack of supply on new vehicles. Semi conductor shortages persist and don't seem to be getting any better, while the tragic war in Ukraine has particularly hit the supply of wiring harnesses with the German manufacturers being worst affected. Ukraine also produces neon used in the manufacture of semi conductors and palladium used to make catalytic converters.

Diesel car sales continue to plummet, in March only 5.6% of the total, it was almost 50% not so long ago. Pure electric cars took over 16% of the market with various forms of hybrid car totalling over 36%, so electric and hybrid dcombines were over 50% of the market for the first time.

How manufacturers fared was entirely down to how many cars they had available. Biggest news was that Kia became the top selling brand! Dacia were 45% up and parent Renault 9% down, DS were 31% up and parent Citroen 31% down. Hyundai 21% up, Kia 59% up, Fiat 70% up, Alfa Romeo 22% up. Porsche were the only German manufacturer up at +42%, maybe they can pay whatever it takes to obtain rare components? Similarly Bentley were 31% up. Jaguar were 35% down and Land Rover a whopping 48% as they reserved their limited supply of semi conductors for the more expensive and more profitable models. MG are up by an amazing 125% from just over 6000 cars last March to almost 14000 this time. To put this into context they outsold Citroen, Fiat, Honda, Mazda, Mini, Renault, Seat, Skoda, Suzuki and Volvo amongst others.

Other German manufacturers suffered being particularly reliant on components from Ukraine with Audi 20% down, BMW 29% down, Mercedes also 29% down and VW 38%.

The situation on commercial vehicles is more serious. As I've said before over the past couple of years Fiat, Mercedes, Mitsubishi, Nissan and VW have all withdrawn from the UK pickup market for various reasons leaving only Ford, Isuzu and Toyota. All are desperately short of vehicles, Isuzu proudly announced their sales for the first quarter are 43% up on last year but they are still quoting a 12 month lead time, Ford are similar but if you want a new Toyota Hilux it's likely to be 2024 before you see it! Many popular vans are a 12 month wait. I never thought I'd see the day when I could get you a Ferrari quicker than a Transit van!

Manufacturers Go Upmarket

VW Group recently announced their 2021 financial results in some detail. For the first time they split the reports by brand. So we can see that Lamborghini make a margin of just over 20% on each car, Porsche 16.5%, Bentley 13.7%, Audi 10.5%. In the volume sector Skoda make 6/1%, VW 3.3% and Seat/Cupra lose 2.4%.

Studying these figures it's no surprise that VW have also announced they are to slash around 60% of the petrol and diesel models they currently offer and focus on premium cars pursuing margin rather than volume. VW are now making a lot more money selling a lot less cars (as are many other manufacturers) and the lessons are not lost on them.

Will The New & Used Car Markets **Ever Return To Pre Covid Levels?**

If you want a short answer my opinion is NO! If you'd like a longer answer (and it is quite long) help yourself to a tea, coffee or something stronger and settle down. Continued on Page 51

Inside the Industry Continued from Page 50

Experts are now forecasting UK new car sales for the full year of 2022 at no more than 2021 as component shortages continue to bite, consumer confidence is hit by the cost of living crisis and the war in Ukraine and manufacturers turn away from the high volume high discount fleet and rental markets. Worldwide 31 million fewer new cars were manufacturers in 2020/21 than in 2018/19. That's 31 million cars that won't be entering the used market over the next few years.

One third of UK vehicle leasing contracts have now been extended beyond the originally agreed contract length. That's in excess to half a million vehicles. These need to be replaced before new orders can be supplied, and this against a background of component shortages getting worse not better. It may well be we have to get used to a "new normal" where customers retail and fleet get used to planning ahead and waiting 6-8 months on average for a new car or van?

I have no doubt than manufacturers (see VW Group above) will continue to give priority to more profitable models and market sectors and that this trend will accelerate. Volvo UK last week cancelled with immediate effect all manufacturer discounts to leasing companies, a decision that would have been thought entirely unthinkable a year or two ago. Rental companies have seen their discounts cut but their supply cut even more. They are having to get used to keeping their cars much longer and making their money from actual rentals rather than from buying cars at vast discounts then selling them at 3 months old for more than they paid for the car. Rental rates have shot up as a result. I was recently asked £400 a week for a basic car in Italy. First class trin was £140 for two, easy decision!

Non rental fleets have also been forced to extend their replacement cycles because they are not able to obtain new vehicles. And they have discovered that with the reliability of modern cars and vans this has actually been very cost effective, therefore the change may well become permanent. If a 1000 vehicle fleet is on a 2 year change cycle every year on average they buy 500 new vehicles and release 500 used ones onto the market. Change that to a 3 year cycle and it's buy 333 sell 333. Go all the way to 5 years and it's buy 200 sell 200 used ones, 60% less than the original 2 year change plan. There are about 3 million fleet cars on UK roads which were probably pre pandemic on an average change cycle of around 3 years. So every year they bought 1M new cars and sold 1M used. On a 5 year cycle they will buy 600,000 new and sell the same number of used very year, 400,000 less of each.

This move to longer change cycles isn't a maybe, it's already happening because of the shortage of new cars and vans, and I can only see it continuing even if (as in if ever) new vehicle supply returns to previous levels. This will favour the manufacturers who offer warranty periods longer than the "standard" 3 years and force others to lengthen their warranties. Dealers will see a reduction in low margin fleet sales and an increase in high margin service and repair work. Manufacturers will be able to concentrate on high margin retail sales.

One of the biggest consequences will be a big reduction is used vehicles available to the market. Whilst this will continue to support high used vehicle prices it will leave independent used dealers struggling to source the stock they need.

So what I think I'm saying is that manufacturers will make fewer cars and vans, dealers will sell fewer new vehicles, but both will make more money. Used vehicle prices will remain strong due to limited supply but independent used dealers will find life difficult. And that includes the new entrants to the used market like Cazoo (see below) who need stock in volume to make their business model work. Customers will pay more for new and used.

Fiery VW Group Hybrids

VW have been forced to recall over 100,000 Audi, Seat/Cupra, Skoda nd VW plug in hybrids because of fire risks. Apparently a high volt battery is not properly insulated and the fuse which should cure the problem has been known to fail. 16 cars have taken fire in Germany as a result. VW are not alone in experiencing this sort of problem. Last yer Ford had to suspend production of the Kuga PHEV and ask those who already had that model to use it on petrol only until a fix was available. Ford even paid owners for the extra fuel cost they suffered. In 2019 Kia recalled over 5000 Niro hybrids because of fire risks. And of course stories of Teslas taking fire just won't go away.

Cazoo To Expand But Bumps In The Road

Online used car retailer Cazoo has reported that they see "a clear path for profit improvement when reporting a £550 million trading loss for 2021. Not a good result for a year when almost all "conventional" large dealers were reposting record profits and identifying strong used car performance as a major factor. Cazoo increased gross profit per car sold to £427 per unit (very low by industry standards) and have targeted £900 per unit for 2022, more in line with industry averages. Whilst that is credible their stated long term goal of a profit of £3000 per unit makes me question just what exotic substances they might be consuming? With the lack of supply of used cars discussed above Cazoo are going to have to compete to buy stock and pay top dollar to obtain the 100,000 cars they say they need this year, rising 750,000 cars a year in the long term. That will be well over 10% of all UK used car sales for the market segments that Cazoo operates in. It seems unlikely that pure online sales will EVER be more than half of UK used car So Cazoo will have to take maybe 25% or more of ALL UK online used car sales. At £3000 profit per unit. We've moved on from the substance abuse to complete nonsense now!

Cazoo won't be helped in achieving these incredible targets by a recent BBC Watchdog investigation which called into question Cazoo's 300 point check which they claim to carry out on every car before delivery. The BBC were unable to find documentary evidence of these checks being properly carried out in all cases. Three cases were highlighted where customers suffered problems including faulty brakes, failing gearboxes, snapped exhaust, roof leaks and traction control not working properly.. In all these cases Cazoo were unable to produce the properly completed 300 point check sheet. They did however take prompt action to rectify the faults or buy the cars back.

Cazoo offer a 7 day no quibble exchange on all cars they supply and a 90 day warranty. With franchised dealers offering used car warranties of up to 2 years this hardly seems competitive. Many customers are still nervous about buying a used car unseen over the internet, if Cazoo are to achieve even the lower levels of their targets they can't afford mistakes in quality standards. Bad news travels fast!

Government Demands Half Of New Car Sales Be Electric By 2028

As all know it has already been announced that the only new cars allowed to be registered in the UK from 2030 will be electric or hybrid, although what will be allowed as a hybrid hasn't yet been decided. To move from electrics taking 16% of sales to close on 100% in 8 years is a big ask. The Government has now said that they wish 50% of sales to be electric by 2028. Manufacturers who achieve this will be granted "certificates" which they can sell to those who don't achieve the target who would otherwise suffer heavy fines.

Meanwhile it seems that our Lords & Masters have eventually realised that the biggest problem is the charging network. Attention seems only to have been given so far to the sheer number of charging points. But as ever it's about quality just nor quantity. I'll try to keep this simple so I can understand it. There are four types of charger. Slow ones take 6-12 hours to charge a car from "empty" so fine for overnight at home. Fast chargers take 4-6 hours so again only home or office. Rapid chargers take about an hour, often found at motorway service stations. Ultra rapids take about half an hour but the cat must be capable of taking a charge of 100KW or more.

If electric car sales grow from the current say 15% to 90% (allowing for hybrids) over the next 8 years than by 2030 there will be around 8 million electric cars on UK roads (plus lots of vans).

At the end of last year we had 7247 slow charging points, 16047 Fasts, 3874 Rapids and 1290 Ultra Rapids. A total of 28458. Now if we have 8 million cars that need charging say twice a week that's 16 million charges a week. And if it takes say an hour on average and most will be done between 8am and 8pm then you need about 200,000 charging points if people are kind enough to spread their requirements out evenly between 8am and 8pm. Of course they won't so very broadly I'd say we need about 500,000 charging points with the vast majority Fast or Rapid. Of those we currently have 21211. So we need another 480,000 charging points in 8 years. That's 5000 a month. So far this year we've added 514 a month! Big task!

Self Driving Cars

This week the proposed new rules which will allow self driving cars to be used on UK roads were announced. They will be only permitted to self drive at speeds of up to 37mph and in certain circumstances like a congested motorway. Biggest surprise is that drivers will be allowed to watch TV or a film but not make a phone call using a hand held device?

Car Sharing

Currently there are 2.7M private cars in London. Many do very few miles. It's now forecast that this number will drop to just over 2M over the next few years due to the growth of car sharing clubs. In 2019 300,000 Londoners were members of one of these clubs, now it's 625,000. In the next year or so over 1M London motorists will share rather than own a car. Good for the environment, bad for dealers and manufacturers. And of course it won't be just London, it will happen in other major cities as well. MG have just acquired a UK car sharing company, they already have one in China and believe it will become an important way of selling their cars.

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Paul Gilligan





86% of those surveyed did not know the difference.

This proves that most people don't know their ass from their elbow.



"Not sure you've got the idea of this Table-Top rallying!"

The Welsh Association of Motor Clubs **2022 Road Rally Championship**

Cancellation

WAMC regrets to announce the cancellation of the 2022 Road Rally Championship

This decision was regrettably made when several participating clubs withdrew their event from the Championship. We are disappointed at this decision as it would seem that it is a protest against the introduction of new Championship rules intended to safeguard the future of road rallying in Wales.

We will announce plans for the 2023 Championship in due course.

Mick goes to the vet with his goldfish. "I think it's got epilepsy", he tells the vet.

Vet takes a look and says, "It seems calm enough to me".

Mick says, "Well wait now, I haven't taken it out of the bowl yet".

Saltire Rally Club

Moonless Navigational Rally

16th April

Barry Allman : Clitheroe & DMC From the Silly Seat

After a disaster (navigationally) on The KICK Rally of Derbyshire, it was time to get "Back On The Horse" this time my Driver (Victim) was Geoff Bateman in his well prepared Peugeot 205 1.9 GTI, Thanks as always to Maggy Bateman for the loan of her seat and husband. Inbetween my last road rally I had had a test in a REAL-LY quick Peugeot 106 ready for a stage rally, impressed. Been out marshalling on a tarmac stage venue.

Bought two cars, one being a LHD (Left Hand Drive) recce car for a future project. I even had a weekend off, shock, so went to watch some Clitheroe club members doing the Welsh RallyNuts Forest Stages (bound to be a report in here ?), popped down to watch some testing. Then off to Anglesey.

The 16th of April saw me heading up the M6 again to meet up with Geoff for a trip up to the Saltire Motor Clubs Moonless Navigational (Road) Rally.

My first adventure in Scotland and so excited for a new challenge (plus fighting fit again). The start venue was north of Perth at Birnam, near to Dunkeld on OS map 53 !!

This meant another new area and new map and new system of running a road event. Both Geoff and I have been to the Eden Valley Motor Club's navigational training nights, which have been so good. Some classroom time then out for a short practical, I can recommend to both navigators and drivers too. Lets put what we have learnt into practice ...

18 crews had entered so not many crews/cars to follow! nice start in a luxury Hotel with drinks and biscuits supplied. So just an extra map extract, two time cards, five sealed envelopes of route instructions and a sheet on the "SHOUTY" system in controls. You have guessed, arrive at control and shout what you want, the marshalls shouting back, you had to shout the previous control









boards too. Still Covid19 sensitive so you filled in your own cards and the marshalls filled in your details on there check sheets. With all the cars lined up at the start it looked like there was a rally on, the usual rally banter and tales of events.

*Continued on Page 55**

Moonless Rally Continued from Page 54

First car away at 19.31, we were away at 19.37 (car 7), you had to show the unopened envelope to the marshalls. then on your minute we were away. Turn right onto the main road then over the river Tay we where away to Caputh !! (great name). Another right turn, after a few miles, lead us into The Murthly Estate, the link roads on a private Estate. Go via the points A to M where the instructions on a printed extract showing the link roads but not in any detail! Geoff to Barry? "Are we on the right road? How fast can we go? it was daylight and we both kept looking out for the game keeper to appear to tell us off! It turned out the Estate Manager is a club member and the Own-



Photos Courtesy of Colin 'Cuddly' Wallace

ers LIKE rallying, so with hindsight the anwers where, YES and fast as we can! After a few missed slots and code boards we left the estate and popped down the adjacent yellow to STC1 dropping 5 minutes and 45 minutes of penalties for 3 missed codeboards. What a start for us ...

STC 2 was 9 miles away (timed at 30 mph) this time instructions included "pass a telephone box" and with us still finding our feet/tyres after the first second we dropped a further 6 minutes but had ALL the codeboards (this rally I was keeping one eye on our dropped time). Yes STC3 arrived we cleaned a section and no CB penalties, we felt more on it. This time we decided to plot the instructions from control to control, doing as much as I could On The Go or drive to next lane and stop. This worked so much better, plus with Geoff having done the training too it was a real crew effort. STC4 we dropped 3 mins looking for the marshall who was just around the corner. A relaxed section through town took us to STC5 just three tulips but with hidden codboards, usually just after junctions and onto the moorland roads with a couple of NAM's too. We cleaned STC 5 to STC6, then cleaned STC6 to STC7 we where on a roll! The NAM on the next section we never found and dropped an extra 2 mins trying to find it plus another 15 mins of penalties to STC8. Still on the moors on some cracking roads STC9 was gradient signs with a complex NAM as well, we couldn't find the hidden slot but a cattle grid and a quick reverse got us back on track. The complex NAM got us too basically a crossroads with two T junctions!! we missed one of the junctions, ending up on a narrow lane we couldn't turn around on!! dropping us 9 mins (on a 2.5 mile section). almost everybody dropped here.

The next section was almost 15 miles of classic road rally lanes, awesome, we got both of the complex NAM's and arriving spot on time, Phew.

MTC10 to STC11 was just via's and avoids just over 4 miles and we managed to drop 4 mins????

STC 11 to STC12 was a map extract via odd numbered points then onto STC13 avoiding grid squares, we cleaned both of those sections. Dropping just 1 minute at STC14 as we travelled west on the main map. My timing's eye was getting twitchy as we only had 7 minutes of time limit left and so getting ready to cut, if we had too. STC 15 to STC16 took us through Blairgowie and so cleaned.

We cleaned the next section too, going through spot heights this time to STC17. "TL's or TR's" was the instructions up to STC18 which we cleaned, that help me relax a little. 7 minutes left and two sections to go!! route to STC19 was "shortest route CRO" (coloured roads only) with the last NAM on the way. We think we went past the slot but it looked like a farm entrance WHITE and so close on time we pushed onto the control, we cleaned this bit but another 15 minutes of penalties. This left a relatively steady run back to to MTC20, the final control, cleaned that too.

Which meant we missed 5 codeboards, 3 CB's on the first section, (75 mins) our total was 105 mins meaning we ended up 7th o/a 2nd novice (*Geoff says 3rd Novice - Maurice*) and the car in one piece, RESULT.

Upstairs in the Hotel it was 00.20 and time for a nice supper.

Great Event, Great Route, Great Club, Very Friendly too.

We where told that the Three Quarter rule didn't applied, we found out at the end it did apply, we could have recovered some of our lost time and looked longer for the Code Boards. Overall we are both pleased with our LONG trip over the border.

Barry Allman: Clitheroe & DMC: Car 7
With the long suffering Geoff Bateman (patience of a saint) West Cumbria MSC

Saltire Rally Club

Moonless Navigational Rally

16th April

Geoff Bateman: West Cumbria MSC From the Right Hand Seat

Having just been able to start regularly doing a few 12 cars and road rallies in the past few months the Moonless looked like the last opportunity to get an event in before next autumn and so I asked Barry Allman if he fancied having a go at our first ever road rally in Scotland as well as, what would also turn out to be our first ever full "plot and bash" event. Barry was up for it so on Saturday16th April we duly set off for the 4 hour journey up to Dunkeld, just north of Perth, with the Pug on the trailer to see what we had let ourselves in for.

On arriving we found the approved trailer parking spot, got through noise and headed off to scrutineering at Bob's Mechanical Repairs where I had to put tape over Maggy's name on the side window as, even with the yellow sparkly trainers Barry couldn't quite carry it off as Maggy. All done and off to documentation at the very imposing Birnam Hotel where coffee and shortbread biscuits were freely available.

Our start time was 7-37 and it was quite odd to be starting an event in daylight with the knowledge that we would probably have reasonable light until 9pm. On leaving the start with some useful information from the marshal we headed out from Dunkeld and down the A984 looking for a village called Caputh where we had







Photos Courtesy of Colin 'Cuddly' Wallace

to take a right slot on to the B9099. Well I don't know how but not only did I miss the village sign for Caputh but also the large white sign for the B9099 and we sailed through the village until we got to Spittalfield, a good 2 miles past the slot before the error was realised. Not the best start!! A quick turn round and a dsah back, delayed by having to follow a bus, but we found the slot and carried on to Murthly Park where we entered the parkland on a lovely little road and, once more I got confused because whenever I have been anywhere like this there have always been speed limit signs or "slow down" signs etc. etc. and I had no idea of what speed we were allowed to do and did not want to cause any local aggravation. Consequently I crept through at 25 mph (only to find later that there was no need!) but even at this speed we missed a slot right which then resulted in further confusion on leaving the park where we went right instead of left and then left up another track before realising we'd cocked up royally and retraced our route and found control STC1. The disappointment at totally messing up the first section was mitigated by the relief of actually finding STC1! In some ways the instructions which were different to us, although straightforward, had thrown us a bit of a curve ball and I think we'd tried to over think it and ended up getting it pretty much totally wrong. Fortunately it only cost us 5 minutes but, as we were to find out later, 45 minutes of penalties for 3 missed code boards.

Coming out of STC1 we decided to stop and fully plot the next section before proceeding. This seemed a better plan and worked well up until the last left slot which was cunningly disguised as a farm entrance (narrow yellow with farm buildings either side) which we missed, as did the car behind and once again we went about 2 miles before realising the error and retracing to get us in to STC2 with another 6 minutes lost. If we kept this up we'd be out before half way.

Continued on Page 57

Moonless Rally Continued from Page 56

STC2 to STC3 was cleaned, at last, which helped us to settle down a bit, still getting used to the daylight and the navigation clues but STC3 to STC4 saw another 3 minutes lost when we arrived at the location plotted for STC4 to find no control. Doubting our plotting I turned round and retraced about a mile which confirmed our plot as correct to the grid ref given. On returning we found a parked car near where we thought it should be, stopped and asked "Are you STC4?" only to get a blank look and a "I don't know what you're talking about but there's a guy in a high viz up the road there who might be able to help you". We shot off up the road to find the control quite a bit further on from where we expected it and then found it had cost us another 3 minutes. It was beginning to get a bit depressing losing so much time so early on but not allowing that to distract us we set off and cleaned TC5, TC6 and TC7 which helped the confidence which, unfortunately took a bit of a knock on the way to TC8 where we failed to find a NAM despite spending several minutes looking for it, and subsequently lost another couple of minutes and a 15 minute penalty for the CB. Worse was to come though!

TC8 to TC9 was only 2.5 miles with a 5 minute target. Once plotted and confirmed I set off briskly convinced that the first thing I would come to would be a NAM. No, the first thing we came to was a slot left and then right. Confused I stopped. There was a bit of confusion in the cabin and we both looked at the map together and worked out what was going on. We needed the left slot, it had been plotted but being close to the start Barry hadn't had time to call it before we got there. Oh bugger!! Reversed back about 50 yards and got the left, got to the NAM which was a bit of an odd one with a crossroads but with the far road going off acute right. We needed to go left via right, left, left, right. Went right, left, got the code board but in my rush to get to control shot off left up the acute. We must have gone up there at least a mile, not realising the mistake until it dawned on us what I'd done. A very tight multi point turn got us back to the junction and into STC9 with the CB but with a time loss of a mighty 9 minutes. We were getting close to OTL, we had to get to MTC10 before we could cut and STC9 to MTC10 was 14.5 miles but fortunately the first 5 or 6 miles were on one road so I could get going and let Barry do the plotting on the move. We got a NAM on route and had a bit of a moment on a 90 left at the end of a long straight but, I'm glad to say, the Scott – Wilson Memorial just north of Dykehead survived unscathed, as, fortunately, did we.

We cleaned MTC10 and decided to keep going until we got to within 3 minutes of OTL taking it section by section, so for the rest of the night we would really be chasing time. I had been told before the start that we would not be allowed any make up but we found out later, if we'd have read the regs a bit better, that we could have, still never mind.

MTC10 to STC 11 cost us another 4 minutes so things were getting pretty desperate by now. Heads down and we got our act together, amazing what a bit of pressure can do. We cleaned STC12 and STC13 and only dropped a minute on STC14 which was another 2.5 mile section which really doesn't give any time to plot and the roads weren't really helpful for grabbing back time. However, STC15, STC16, STC17 and STC18 were cleaned as was STC19 but with a missed NAM which we realised as soon as we'd passed it but daren't go back for as we didn't want to go OTL.

The last section back to MTC20 was uneventful other than Barry navigated us back to the Birnam Hotel when MTC20 was at the Perth Arms in Dunkeld! A bit of an oops moment but soon rectified and we reported to MTC20, still with a little time to spare and joined the other crews for coffee, food and good crack and reminiscences of the evenings sport.

Our first concern was whether or not we were OTL and would we get a finish and after a short delay Scotresults came through and confirmed we had a finish and had managed 7th overall and 3rd in the novice class. (*Barry has you as 2nd Novice*) A pleasing result out of 16 starters from an original field of 21on our very first foray north of the border.

Despite our early errors it had turned in to a most enjoyable, if challenging event with some cracking roads, great company and very slick organisation. A big thank you to all involved in putting the event on and definitely one for next year where, hopefully, more experience may provide a better result. Thanks to Barry for all his work in the left seat, as always, and we're looking forward to doing some more events in the SAMSC navigational rally championship later in the year.

Wigton MC

White Heather Tests

Classic & TARGA Rally

Kirkbride Airfield 2nd April

Photos Courtesy of Tony North











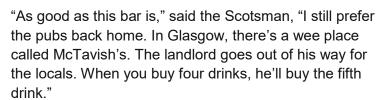












"Well, Angus," said the Englishman, "At my local in London, the Red Lion, the barman will buy you your third drink after you buy the first two."

"Ahhh, dat's nothin'," said the Irishman, "back home in my favourite pub, the moment you set foot in the place, they'll buy you a drink, then another, all the drinks you like, actually.

Then, when you've had enough drinks, they'll take you upstairs and see dat you get laid, all on the house!"

The Englishman and Scotsman were suspicious of the claims. The Irishman swore every word was true. "Did this actually happen to you?"

"Not myself, personally, no," admitted the Irishman, "but it did happen to me sister quite a few times ... "

Lancashire AC **Sportsman's Lunch** Stirk House. **Sunday 20th November** Who's teachers pet?

If you ran a School of Motor Racing which had developed drivers with 90 Grand Prix wins and no less than 5 World Championships you must have a favorite.

Find out at the Lancashire Automobile Club Sportsman's Lunch at the Stirk House on Sunday 20 November, the Sunday after Remembrance Sunday.

> Full details nearer the date Watch this Space

Knowldale CC

The John Clegg Mini Miglia

12th of March 2022

Saturday the 12th of March 2022 saw another successful run of Knowldale's returning annual rally run. An eclectic mix of old and newer vehicles, took 47 crews along the hills of Cumbria, North Yorkshire and Lancashire to endure a superb 150+ mile event.

Many of the 'younger' entrants reminisced of their youthful rallies being fired out of the back of Tebay Services and taking part in the 1300cc Escort and Mexico rallies. This years rally was probably the driest since the new format since 2012. In previous years the routes have either been buried under snow, or complete washouts.

A special mention to Ted Roberts & Jeff Smith who held a combined age of 167 years but put in a sterling effort of collecting 27 of the 31 code boards. Ted took part in outstanding Triumph stag, and certainly drove it with some 'oomph'.

Starting from Café Ambio just off the M6, the route snaked North West, briefly running between the two carriageways of the M6 near Shap. Turning east, taking in the views heading towards Appleby and then cooling off in the fords near Leases and Smardale. Compliments to Dickon Siddall for also taking part in the event, with his trusty camera capturing memories.

Due to the amount of people taking part, we had exclusive lunch rights at the Fat Lamb which was a blessing especially since we filled their carparks.

Refuelled and dried out, the afternoon route took us up and around Garsdale Head with some freshly resurfaced road made for driving nirvana towards Ingleton. The sun came out as the navigators took the cars over Tatham fell through the forest of Bowland in Slaidburn. Some crews could smell the enticement of the finish Halt at Bannys fish and chip restaurant at Colne.

Another successful Miglia couldn't have been possible without the many hours of hard work, planning the routes, liasing with RLOs, double checking the routes and mileages. The time volunteered by the marshals is always appreciated.

The event was deemed a success by all taking part. The locals along each leg of the route benefitted from our custom and the appeal of rallying is drawing in some newer younger members.

If you fancy a taste of Knowldales hospitality feel free to come and try out our autumn tour which is about half the length and just as much fun!











I'm Bored! Really, Really Bored!

Arthur Heaton: Ilkley & DMC

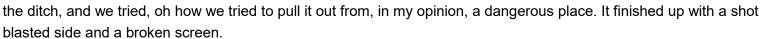
So what has the year brought so far?

Early **January** brought a De lacy 12 car with Ken Quinn in a Skoda Octavia L&K edition, probably the most comfortable rally car I've ever been in! It disgraced itself when the ABS packed in on a tightening 90R, had a good look at the ditches both sides!

A big step on the learning curve for regularity events using the cars trip meter and a £6.99 stopwatch.

February brought the Riponian, doing radio in Gale Rigg, with the gang from Harewood, and an endless supply of Bacon and Sausage butties from our chef.

A novice marshal who joined us had an educational day, to say the least! About the 6th car in slid a newly built Mk2 into



The second run had our mob running, as the corner before got a few. But that's what we're there for.

At the back end I did the John Robson with Ken Quinn, already reported.

March: Harewood Training Day-for the speed event people, and worth attending. My day, as a post chief, was a morning seminar, which, as an open forum centred around EV's. Good dinner, and afternoon practical, extraction and rescue with Graham Coe, from Darlington, and Fire, when you deal with a real car on fire, just dodge the exploding gas struts and air bags. If you can get to one of these days, they are worth it.

On the 16th I found the cost of the big hole on the way into Gale Rigg, new strut, bottom arm, trackrod link, and a top mount!

Then practice day at Harewood, nothing much, but handing an old mate of mine his snapped Mini drive shaft back.

Turned out to marshal the last De Lacy 12 car, on a superb night, but only 6 starters, where are the new guys?

The novices get the route the day before, not the controls or the PC,s, but you shouldn't get lost.

April - North Yorkshire Classic, Harewood, Regardless - and I'm bored?

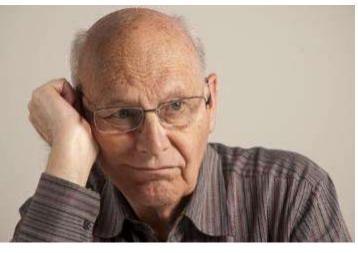
Arthur Heaton: Ilkley & DMC

Murphy told Quinn that his wife was driving him to drink. Quinn thinks he's very lucky because his own wife makes him walk.

Mrs. Feeney shouted from the kitchen, 'Is that you I hear spittin' in the vase on the mantel piece?'

'No,' 'but I'm gettin' closer all the time.'





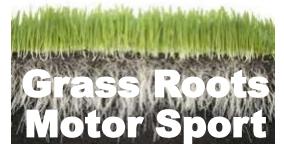


Three Events in Three Days

Barry Allman: Clitheroe & DMC

With the nights getting shorter (am I the only person who hates longer daylight?) it was time to squeeze in a few extra road rally events. In Fact three events.

Eden Valley Motor Club's navigational training event. Held in a pub "The Crown" at Eamont Bridge near Penrith, with Geoff Bateman and his trusty Peugeot 205 1.9 GTI. These have be held over winter with usually over an



hour of classroom tests, mainly Plot and Bash techniques. Followed by a hours in the car practical, route instructions given out as part of the Hour plus of time permitted. Plot and Bash instrustions, with time cards, marshalls and code-boards. A great introduction into the modern way of navigating with experts and time to ask questions. Lots of younger folks there both males and females, hopefully the next generation of navigators. It is something which all clubs can do ?? as we all know there is a shortage of navigators.

I am sure the club will be starting up these FREE evening training nights again as the nights lengthen. Clitheroe and District MC have done a few training nights as well? Wonder if other clubs do?? So that was Wednesday 23rd of March. We managed a clean run with all the Code Boards too. happy Night and another good Omen? as I / We improve.

Thursday the 24th of March and it was Eden Valley MC's 12 car Road Rally this time in the Vauxhall Corsa of Joe Starkie a new member of the club

who fancied a trip around the lanes of Cumbria. Joe's first event in a car his is slowly turning into a full blow rally car. A quick trip up to Kendal (from the Warrington area where we both live) up to the start in the layby at Otter Bank (north east corner of OS map 97). Another rally using the "RallyAppLive" system, my second go using the smartphone method. The finals contained the black spots and the rejoin points for the rally. Once we got there we got the three pages of route instructions, Plot and Bash format. So we started to sort out the route, there where a few issues on the instructions, which other people where struggling with. In the end all crews where given a pre printed map, in the end we had managed to get to TC19 of 24 controls.

20.05 saw us leaving the MTC1 heading north, to the top of the map then westwards to TC4 managing to get all the code area's (via the app) and dropping just 3 mins. Happy with that with Joe certainly getting into driving in the Cumbrian lanes, quite a bit different than driving around Leigh!!

After a few hundred metres I did tell Joe he could put his Spotlights on, he laughed they where on !! The organisers lead us through Staveley, where we did a small tour looking for the railway station, found and back on our way. We dropped down the map now to around Levens and TC9. We now entered the maze of classic hilly roads to the east of Windermere Lake, a real baptism of the lanes for Joe, who kept smiling. We kept picking up the code boards (if you drive through the pinned point the system records it automatically), at Standing Give Ways you stop until the screen tells you to go.

At time controls you either stop at the point, until it is your time then press the screen on your minute, or just accept the time. After a great steady run we climbed back up the map to MTC 2 (the last control) then back to Staveley for a pub finish after a great night. With the car still in one piece, minus a mudflap, we lost reversing over a curb stone, it was time to cruise home. Well Done Joe. We equalled our seeding started 5th and finished 5th

Friday had me in Peter Wilkinsons Hot Seat of his reliable Suzuki Swift Sport and setting off for Boston Spa on OS map 105, another new map. For De Lacy MC's 2nd Round of there Winter 12 car Challenge, and another new club. More Plot and Bash instructions which due to being busy we plotted just before the start, pleased to say Pete and I are getting better. So with 90% of the route down we set off to the north, to make it even more interesting the organisers used a regularity timing system. The first section being 30 mph with secret IRTC's (intermediate Regularity Time Controls) we got there slightly early like most crews did. Here at IRTC2 we got an extra handout with information about what was require to get at the PC's. Either Code Boards or Mileage off road signs.

Onto Herringbones! which did plot OK, plus PC's info again and at a 30 mph average, this map has some long straight roads! We where having fun STC8 handout was Tulips with this time 20 mph average, plotting the route does cut into your time and with secret IRTC's as well it does keep you on your toes. Handout 5 upto IRTC11 was map features with half the section timed at 25 mph the second half being 30 mph. The route plotting wasn't an issue and at the PC's we where getting the hang of what was required. We did our own route at one point arriving at a control from the right direction but via a rough WHITE! Well done Pete keep the SPORT going, he he he. The average speed technique needs some work on by us, as most crews where arriving too early to the secret controls. All to quickly! we got to RTC12 and the Sixth and last handout a real mix of all the types back to 30 mph arriving at the last control MTC13. then a short cruise to the De Lacy Clubhouse. A very well deserved lager was enjoyed by me, Lemonade for Pete as he was driving home.

Thanks to all my drivers and cars, Plus a BIG THANKS to Eden Valley MC (times 2) and De Lacy MC. So much hard work goes on behind the scenes and even more On The Night. It is a super Hobby and we all give freely of our time. So Folks Keep Smiling and Don't Forget to Thank All the Marshalls. It's usually in the middle of the night, in the middle of nowhere in a howling gale! we don't have road rallies during the better weather. Maybe even help and marshall on events.

Roger Barfield Memorial Trophy

Roger Barfield passed away peacefully on Tuesday 26 July 2016 after a short illness. He had been diagnosed with leukaemia just a few days prior to his death.

Roger was a kind, gentle man who gave so much of his time and himself to supporting local motor sport clubs at grass roots level and was well known for providing driving instruction for young drivers. He was also a club official at Under 17 MC (NW) and Accrington MSC events.

Beneath his quiet exterior Roger was a great driver, popular competitor and most recently won his class in the local non-race/rally championship.

Roger enjoyed to compete in autotests and autosolos and was a regular supporter of all local club events. He was a great friend and will be remembered fondly.



The above trophy is an ANWCC award for the best <u>under</u> <u>25</u> all-round driver with a minimum of driving 3 disciplines of motorsport the winners have been;

2016 James Williams Under 17 Motor Club
 2017 Luke Girvin Under 17 Motor Club
 2018 James Williams Under 17 Motor Club
 2019 James Robinson Under 17 Motor Club
 2020 James Williams Under 17 Motor Club

The award is open to all members (under 25) of any motor club in ANWCC.

Under 17 Motor Club

James Williams

2021

The trophy was first given out for the 2016 championship the rear of the trophy has the following on it;

Roger Barfield Memorial Trophy 1944 - 2016

A member of the Under 17 Motor Club NW, Accrington Motor Sport Club and Civil Service Motoring Association.



The Boundless North West Motorsports Group, the Under 17 Motor Club North West and Accrington Motor Sport Club are joining together to Promote 'grass root' motorsport events in the North West of England. Bring your own road car, entry fees £35-Blackburn, £40-Lymm events. Join a motor club, get a free Motorsport UK RS Clubman Licence and have a go!

10 events; AutoSOLO and Autotest will be held at the 2 venues over 2022/23

The Boundless North West Motorsports Group, the Under 17 Motor Club North West and Accrington Motor Sport Club are joining together to Promote 'grass root' motorsport events in the North West of England. Bring your own road car, entry fees £35-Blackburn, £40-Lymm events. Join a motor club, get a free Motorsport UK RS Clubman Licence and have a go! 10 events; AutoSOLO and Autotest will be held at the 2 venues over 2022/23

Did you know? • Motorsport can be cheap! • You can just use the car you drive every day! • You can drive from 14 years of age on these events. • You do not need any special training or equipment. • This is really fun and you can make new friends as well.

All you need is the car you drive every day! Big or small, come and have a go! Not convinced? Check out - https://www.youtube.com/watch?v=mFlkKdmJZws to get a novice perspective on Motorsport.

Grab a brew and take a look at a 1985 Citroen 2CV in action https://youtu.be/jw3eaQfQv3g or search for us on Facebook u17mcnorthwest, Boundless Motorsports Group.

All the event regulations and entry forms can be found on http://anwcc.co.uk or SD34MSG.org.uk six - eight weeks before the event date. Some of these do fill up, so an early entry is advised.

Dates

- 22nd May 2022 Lymm Truck stop M6/M56 junction
- 19th June 2022 Lymm Truck stop M6/M56 junction
- 9 th/10th July 2022 M65 Junction 4 services
- 14th August 2022 Lymm Truck stop M6/M56 junction
- 10th /11th September 2022 M65 Junction 4 services
- 11th/12th February 2023 M65 Junction 4 services-(provisional)

Contacts; Tracey Smith – <u>tracey.amsc@hotmail.com</u>
Steve Johnson – 07718051882 – steve.amsc@gmail.com



Wigton Motor Club runs First Aid course at The Motor House

Twelve members of Wigton Motor Club attended a first aid at work course at the club headquarters, the Motor House, on 23rd April.

Former paramedic and ambulance crew trainer David Watt shared his knowledge and experiences gained during 35 years as ambulance crew to the event in a relaxed and informative manner.

The course covered the full range of first aid at work topics giving attendees a comprehensive understanding of how to deal with any situation they might come across not only in the motorsport environment but also in everyday life.

Practical sessions covered patient management, resuscitation and defibrillator use while demonstrations by David showed in detail how to deal with many different scenarios with real life examples of situations that David had encountered in the ambulance service.

The club is most grateful to Motorsport UK who very kindly funded the event, Rob Grant who took the lead organiser role and also to Mary Parsons who provided first class catering for the group throughout the day.

WMC is proud to say that we now have twelve new fully trained first aiders







Record Attendance for Drive It Day in Cumbria

Over 250 cars drive to Dalemain for Wigton Motor Club's Drive It Day event which traditionally started the season through out the UK with the Federation of British Historic Vehicle Clubs co-ordinating event on the Sunday nearest to St. George's Day.

There was a wide variety of car from vintage Bentleys Model T Fords and other vintage cars up to enthusiast cars just 20 years old. The weather was bright although there was a cold breeze. Excellent food was served from the Dalemain kitchen.

The event raised over £1250 for Wigton Motor Club's nominated charities, Hospice at Home (West Cumbria) and Blood Bikes. A spokesman for the Club said they were delighted by the response and that the club had a full programme of events lined up for the season ahead. www.wigtonmc.co.uk



The Sign is probably in need of an Apostrophe



The Marshals' Pathway - supporting volunteer participation

Over the past 12 months, Motorsport UK have been working alongside the Marshals' and Training Advisory Groups to review the Marshals' Grading Scheme, which is designed to provide volunteers with a clear route to progress through the sport.

The first stage of this review was completed in summer 2021, with the introduction of the multi-discipline Registered Marshal (Accredited) grade and the online Registered Marshal Accreditation Course in August of the same year. To date, over 1,000 Marshals have completed this course and registered for the first time.

Now, we are pleased to provide our proposal on the rest of the pathway, specifically relating to those currently registered on the Race, Specialist, Kart, Speed and Rally/Cross Country disciplines, and we would welcome your feedback using the Survey Monkey link below.

"The new Marshals Pathway is designed to enable newcomers to motorsport to clearly see the expectations and requirements to become a competent marshal in the disciplines of Race, Rally, Speed and Kart. The levels recognise the experience gained and the cross functional nature of the training modules enables a more streamlined approach. Existing marshals will be migrated across to these new "levels" but will continue to volunteer in their preferred "roles". This will ensure that experienced gained continues to be recognised whilst enabling crossover between roles and disciplines. Newcomers to the sport will gain a wider knowledge of each discipline and Chief Marshals should have more options to allocate roles with the experience gained. I am pleased that the Marshals Advisory Group have responded to Motorsport UK's request and have taken on the task of this refresh, which I believe is a big step forward for the volunteering community."

Nadine Lewis, Chair of the Marshals Advisory Group

What do I need to do?

- Take a look at the Marshals' Pathway document which can be found HERE
- See how your existing grade will be mapped across into the new levels system HERE
- If you have any questions or need any clarification, read the FAQ document <u>HERE</u>
- Provide us with your feedback via a short survey <u>HERE</u>.
 This survey will close on 4th May 2022

We want to provide a clear and simple pathway that recognises and develops knowledge and skills through participation and training. To do this, it is vital that we obtain feedback from the marshalling community; so, we thank you in advance for your assistance.

Kind regards,

Forthcoming Events at Pendle & DMC

Charity Auction Night

11th MAY at 8:00 pm STONE TROUGH HOTEL KELBROOK

The proceeds of the charity auction night are going to be passed on to the recipients DOWNS SYNDROME ASSOCIATION & NORTHWEST AIR AMBULANCE, Both charities will be sending representatives to collect the cheques £1850 each .Following on from the presentation, there will be a rally Forum.

Admittance is free, and food if required will have to be ordered and paid for at the bar.. Charity bucket available for your loose change

HEROES RALLY

07th AUGUST WEETON

ANWCC, ANCC, SD.34, FORMULA JUNIORS, 2WD & ALSO MINI CHALLENGE,

Regulations out very soon, and entries open shortly after wards. Details etc will be on both Pendle's & Garstang's website

Something of interest the 3 clubs that run events at Scammonden, Pendle, MG CAR CLUB (NW) & Mid~cheshire car club. have applied for and been successful in obtaining, a 50% grant to replacing the Tarmac on the bends after the pump house straight.

All 3 clubs have funded the remaining 50% No date when the work will start, but hopefully before MG's event in May.

So hopefully we can see bigger entries .

Pendle's Summer Tour 16th July 2022

Route being evaluated before sending to the RLO, Once again we are lucky in that Ross and Nathan Butterworth from Dales Automotive are willing to support the event.

The Marshals' Pathway UPDATE

Thank you to all those who have taken the time to read the Marshals' Pathway proposal documents and have provided feedback via the online survey. Your comments and suggestions have been listened to and, whilst there is still a week to go before the survey closes, we have updated the Frequently Asked Questions document with some of the key queries that have been raised so far. You can view the updated document by clicking on the button below.

We also want to reassure you that this proposal is exactly that – a proposal. That is why it is so important that we continue to receive your feedback in a constructive manner. As someone who holds the Registered Marshal grade, you may feel that this proposal is not relevant to you, especially if you choose to marshal in grassroots events where there is no other marshalling grade. However, should you wish to upgrade in the Race, Speed, Kart or Stage Rally disciplines in the future, it is important that you know what steps you would need to take.

Why have we sent out this proposal and what is it trying to achieve?

Having listened to your feedback, we understand that we could have communicated what we are hoping to achieve with this proposal a little more clearly.

Every day, Motorsport UK receive many queries from people who wish to get involved as a new Marshal, and from existing Marshals who are looking to upgrade. From these queries, it is very clear that the current Grading Scheme, across the Race, Kart, Speed and Stage Rally disciplines is not easy to understand – and explaining the route of progression through the sport to newcomers is very difficult. Therefore, in conjunction with the Marshals' Advisory Group (the members of which you can find listed on the website), we have set about trying to create a clearer and simpler pathway which will assist in the recruitment of new Marshals into the sport and provide additional development opportunities for those already within it.

We know that we are not there yet, and that this proposal is not the final product, however we welcome your constructive feedback so that, together, we can create something that benefits the sport for many years to come.

If you have not yet provided your feedback on the proposal, or want to answer it again, there is still time, and you can now register more than one response. Please click here to complete the survey by Wednesday 4th May 2022.

Communications

This isn't an MSUK bashing, but is meant to highlight limitations in communication within Motorsport.

Alan Wakeman

While this didn't start with Targas, Communication leapt out as being a major issue recently. It began for me when researching the use of EVs in Autosolos.

Keep reading, the EV element isn't the main point, communication from/to MSUK applies to us all

Many people and Clubs thought that EVs weren't allowed on Autosolos. The Yearbook (Section J, Appendix 2) indicates that this isn't an issue, but an MSUK EV Guidance document, which is still available on the MSUK web site, indicates that a vehicle Passport is required for Autosolos plus other Organiser requirements.

Inevitably, there was confusion, MSUK documents conflicted.

I contacted the Chairman of the Autotest Committee to clarify the situation.

He informed me that this area had been discussed at the Autotest Committee Meeting in July 2021 and support had been given for Clubs to include EVs in Autosolos (and Autotests). Hadn't I seen anything from the meeting?

Inevitably we both knew that the answer was no, or I wouldn't have needed to ask the question.

It then dawned on me that I'd NEVER seen any MSUK Specialist Committee Meeting minutes, ever.

I understand that Minutes can be confidential and may need some filtering, but these MSUK Specialist Committees decide the future of our disciplines, we should know what's going on. We need to be able to contribute as well.

In my time as ASWMC Autosolo Championship Coordinator, Autotest Committee Minutes never reached me. If they had, I would have been happy to share what had been discussed.

Similar applies with both my roles with the BTRDA and CMSG Targa Rally Championships, nothing has been heard through "official" routes.

Another recent example is StreetCar, which includes most forms of Road Rallying.

StreetCar is an MSUK initiative to bring newcomers in to various Motorsport disciplines where a more standard car can be used and no personal PPE (helmets, overalls, etc) is required.

The latest plans for StreetCar, which is due to be launched on 1st June, were presented at the Regional Committees meeting at MSUK around a month ago. Who's heard about the latest StreetCar plans? Who's seen the StreetCar presentation?

I've only heard about the latest StreetCar plans through my contacts within MSUK, not "official" channels. I received the latest ASWMC Newsletter yesterday morning, no mention of StreetCar at all. Why?

StreetCar is a major initiative from MSUK to bring in newcomers to Motorsport, we all benefit from newcomers. All the Regional Associations have seen the latest StreetCar presentation, but I've heard nothing through the defined communication channels.

I've confirmed the official communication channels with MSUK - communication should be:

- MSUK to Regional Associations
- Regional Associations, to Clubs
- Clubs to their Members.

Clubs and their Members should be able to raise areas with their Regional Association, then to MSUK. Has anybody done this through the official channels?

These communication channels don't seem to be working.

Members rarely hear about the great stuff the Specialist Committees do.

How many times do we hear from some about their impression of how the "suits" on MSUK Committees sit in their ivory towers, unconnected from reality, making arbitrary decisions to just annoy everyone and destroy disciplines?

Communications Continued from Page 66

Knowing some on Specialist Committees, I know they're competitors and organisers just like the rest of us, doing their best to drive disciplines forward. They shouldn't be criticised, but unless you have "internal" links, you don't hear about the great work they're doing.

The Yearbook is a fairly static set of Regulations for what is possible today. Normally the thinking behind Regulations isn't presented, just the Regulations, which in isolation often make little sense. Some explanation would help.

We should all have the ability to understand the planned future direction of disciplines and be able to contribute. Clearly just looking at the Yearbook doesn't enable this.

We're living in the 21st Century where communication should be easy. There needs to be transparency and effective communication across Motorsport.

Where are the defined communication channels breaking down?

This may be very Regional. My personal experience could be limited to the South. I'd like to find out who's hearing what around the country. How many are seeing anything through the official channels?

StreetCar is a great test to see how communication channels are working.

Who's seen the latest StreetCar presentation from a few weeks ago?

Alan Wakeman

Marshals Pathway proposal

As there seems to be a lot of comments on Social Media about the Marshals Pathway proposal - and no I am not reading everything - I thought I should put out some points.

The Marshals Advisory Group consisting of marshals representing all disciplines - Rally / Kart / Speed and Race - have been discussing the Marshals grading scheme for about 4 years now. Having reached a number of conclusions about the current scheme by analysing the training in particular we have decided that now is the time to relaunch an all encompassing pathway. With a change of committee membership to ensure all disciplines are represented and at the request of Motorsport UK we have spent the first three months of 2022 putting together the draft proposal for consultation.

You should have received the actual survey including the links to FAQ and the proposal on 6 April. All registered marshals would have received this and therefore if you did not - please check your junk mail - and then contact training@motorsportuk.org who will ensure you receive the mail which was sent to over 8,500 emails.

I understand that many people are concerned about their current role - which is only natural - but I do urge you to consider the whole scheme in its entirety and not just your individual circumstances. The scheme is supposed to make it easier to understand for an outsider - so new recruits comments especially welcomed.

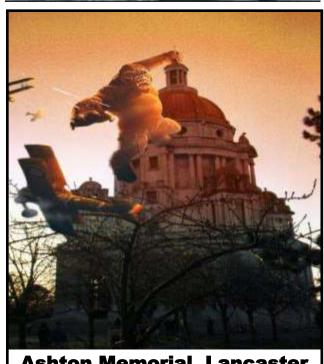
I have suggested the regions put together forums for discussions to enable constructive feedback and I will attend these where possible to answer pre requested questions (sorry I only have so many hours in a day!). I urge you to be as helpful as possible with your responses - knowing what and how it could be changed to make it better is what we are asking and seeking your input to help ensure we get it right. We only get one chance to ensure it is fit for purpose.

Marshals Advisory Group is convening later this month to review responses so far with a view to updating FAQs before the survey deadline on 4 May.

I look forward to reading your comments - via the survey or forums only please!

Pre internet chat room using An old version of windows...





Ashton Memorial, Lancaster Friday April 1st



On-Line Training Dates

Date	Module	
Tuesday 10 th May	Introduction to Radio	Enrolment Form
Thursday 26 th May	Incident Handling	Enrolment Form
Tuesday 7 th June	Advanced Radio	Enrolment Form
Thursday 23 rd June	Sector	Enrolment Form
Tuesday 5 th July	Stage Set Up	Enrolment Form
Thursday 21 st July	Introduction to Rally	Enrolment Form
Thursday 15 th September	Update for 2022	Enrolment Form
Tuesday 27 th September	FMOS / Fire Theory	Enrolment Form
Thursday 13 th October	Update for 2022	Enrolment Form
Tuesday 25 th October	Personal / Spec Safety	Enrolment Form
Thursday 10 th November	Chain of Command / Incident Reporting	Enrolment Form
Tuesday 22 nd November	Timing	Enrolment Form
Thursday 8 th December	Introduction to Radio	Enrolment Form
Tuesday 20 th December	Incident Handling	Enrolment Form



It's been a bit of a busy one.....events at Goodwood, Donington and Oulton Park on the weekends. A hectic day job this month too - thankfully we passed our audit this week!

The Marshals Pathway consultation process started and although I have been involved in some forums (not all) which have been very Race orientated there have been some general themes developing which we are taking time to review. The consultation closes next week so be sure to get your responses and constructive criticisms in to



Motorsport UK. Our next review meeting in May will determine the next steps for the process.

The BTCC got off to a flying start last weekend at Donington but sadly not without causing a few concerns to our wonderful volunteers. I was contacted during and after the event by a number of attendees. The lack of communication was appalling and following an urgent meeting with Motorsport UK I hope that this will never happen again!

- For those who don't have the details I will keep these brief.....
- new lights system installed additional panels to previously with start and finish markers to identify zones
- the installation and commissioning was completed late on the Friday night
- Supplementary bulletin produced on Saturday morning
- Post chiefs briefed on Saturday morning that only the lights would be used and flags would not be required
- Post chiefs convey message to flag marshals who understandably are upset / angry that they can't do what they volunteered for - except press a button if they have a light controller (not all posts have them)
- Subsequent issues with the system / responses / concerns etc. (too many to put here!)

I am of the opinion that lights cannot replace flag marshals - if however there is a lack of visibility and / or lack of marshals then they are an aid to a solitary marshal on post. For those times when there are sufficient flag marshals they should be used together.

The positioning of the panels / controllers is paramount to improve marshal safety but must be workable for the drivers. Further trials are planned as the panels and systems are introduced across the UK but I expect proper feedback channels and communication to be available to all concerned - particularly those who are using them locally! June 1st to 7th is National Volunteers week and Motorsport UK will be celebrating. They would love to hear your volunteering stories to promote the breadth of volunteer roles within motorsport. Get in touch with your stories, top tips for recruitment and retention of volunteers by emailing: club.development@motorsportuk.org.

SD34 Motor Sport Group Calendar 2022								
Date	Discipline	League	Marshal	Club	Title	Venue - Notes	Champ	
7-May	Touring Ass	No	No	Lancashire AC	Fellsman Classic Car Run		None	
7-May	Targa	Yes	Yes	Stockport 061 MC	MOCP 061 Targa Rally	CANCELLI	ED	
8-May	Trial	Yes	Yes	Airedale & Pennine	Classic Sporting Trial	Longnor	Non R/R	
8-May	Stage Rally	Yes	Yes	Wigan & DMC	CompBrake Stages	3 Sisters, Wigan	Stage	
13/14 May	Stage Rally	Yes	Yes	Manx A.S.	Manx National	Isle of Man	Stage	
14/15 May	Sprint	Yes	Yes	Longton & DMC	Blyton May Sprint	Blyton	S&HC	
21-May	Stage Rally	Yes	Yes	Knutsford & DMC	Plains Rally	North Wales	Stage	
22-May	Autosolo	Yes	Yes	CSMA	CSMA Autosolo 2	Lymm Services Jt 20	Non R/R	
22-May	Autotest	Yes	Yes	CSMA	CSMA Autotest 2	Lymm Services Jt 20	Non R/R	
22-May	PCA	Yes	Yes	CSMA	CSMA PCA 2	Lymm Services Jt 20	Non R/R	
28-May	Track Day	No	No	Liverpool MC	Aintree Track Day 1	Aintree	None	
29-May	PCA	Yes	Yes	Warrington & DMC	Spring Season PCA 2	Wern Ddu	Non R/R	
11-Jun	Hillclimb	Yes	Yes	L/pool MC / KLMC	Barbon Manor Hillclimb 1	Barbon	S&HC	
12-Jun	Touring Ass	No	No	Lancashire AC	Man to B/pool Classic Car Run	Lancashire	None	
12 Jun	Sprint	Yes	Yes	Longton & DMC	3 Sisters June Sprint	3 Sisters	S&HC	
19-Jun	Autosolo	Yes	Yes	CSMA	CSMA Autosolo 3	Lymm Jt 20	Non R/R	
19-Jun	Autotest	Yes	Yes	CSMA	CSMA Autotest 3	Lymm Services Jt 20	Non R/R	
19-Jun	PCA	Yes	Yes	CSMA	CSMA PCA 3	Lymm Services Jt 20	Non R/R	
25-Jun	Sprint	Yes	Yes	Liverpool MC	Aintree Summer Sprint	Aintree	S&HC	
26-Jun	PCA	Yes	Yes	Warrington & DMC	Spring Season PCA 3	Wern Ddu	Non R/R	
3-Jul	Autotest	Yes	Yes	Knutsford & DMC	Tim Sargeant Autotest		Non R/R	
9-Jul	Touring Ass	No	No	Lancashire Ac	Coast to Coast Classic Car Run	L/caster to Yorkshire	None	
9-Jul	Autosolo	Yes	Yes	Under 17 MC NW	U17MC Autosolo 2	M65 Jt 4	Non R/R	
9-Jul	PCA	Yes	Yes	Under 17 MC NW	U17MC PCA 2	M65 Jt 4	Non R/R	
10-Jul	Autosolo	Yes	Yes	Under 17 MC NW	U17MC Autosolo 3	M65 Jt 4	Non R/R	
10-Jul	Autotest	Yes	Yes	Under 17 MC NW	U17MC Autotest 1	M65 Jt 4	Non R/R	
10-Jul	PCA	Yes	Yes	Under 17 MC NW	U17MC PCA 3	M65 Jt 4	Non R/R	
16-Jul	Hillclimb	Yes	Yes	Liverpool MC / KLMC	Barbon Manor Hillclimb 2	Barbon	S&HC	
17-Jul	Targa	Yes	Yes	Hexham & DMC	Northern Dales Targa Rally		Road	
23-Jul	PCT	Yes	Yes	Airedale & Pennine	Haw Pike PCT		Non R/R	
24 Jul	Sprint	Yes	Yes	Longton & DMC	3 Sisters July Sprint	3 Sisters	S&HC	
6-Aug	Stage Rally	Yes	Yes	Warrington & DMC	Dave Read Trophy Stages Rally	Anglesey	Stage	
7-Aug	Stage Rally	Yes	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton Barracks	Stage	
7-Aug	Tour	No	No	Hexham	Hadrians Wall Touring Assembly	Northumberland	Tour	
14-Aug	Autosolo	Yes	Yes	Accrington MSC	AMSC Autosolo 2	Lymm Services Jt 20	Non R/R	
14-Aug	Autotest	Yes	Yes	Accrington MSC	AMSC Autotest 2	Lymm Services Jt 20	Non R/R	
14-Aug	PCA	Yes	Yes	Accrington MSC	AMSC PCA 2	Lymm Services Jt 20	Non R/R	
20-Aug	Track Day	No	No	Liverpool MC	Aintree Track Day 2	Aintree	None	
28-Aug	Stage Rally	Yes	Yes	Kirkby Lonsdale MC	Pendragon Stages	Warcop	Stage	

SD34 Motor Sport Group Calendar 2022

Date	Discipline	League	Marshal	Club	Title	Venue - Notes	Champ
3-Sep	Sprint	Yes	Yes	Liverpool MC	Aintree Autumn Sprint	Aintree	S&HC
4-Sep	PCA	Yes	Yes	Warrington & DiMC	Autumn Season PCA 1	Wern Ddu	Non R/R
4 Sep	Sprint	Yes	Yes	Longton & DMC	3 Sisters September Sprint	3 Sisters	S&HC
9/10 Sep	Stage Rally	Yes	Yes	Wallasey MC	Promenade Stages Rally	New Brighton Prom	Stage
10-Sep	Hillclimb	Yes	Yes	Pendle & DiMC	Scammonden Dam Hillclimb	Scammonden Dam,	S&HC
10-Sep	Autosolo	Yes	Yes	Under 17 MC NW	U17MC Autosolo 4	M65 Jt 4	Non R/R
10-Sep	PCA	Yes	Yes	Under 17 MC NW	U17MC PCA 4	M65 Jt 4	Non R/R
11-Sep	Autosolo	Yes	Yes	Under 17 MC NW	U17MC Autosolo 5	, M65 Jt 4	Non R/R
11-Sep	Autotest	Yes	Yes	Under 17 MC NW	U17MC Autotest 2	, M65 Jt 4	Non R/R
11-Sep	PCA	Yes	Yes	Under 17 MC NW	U17MC PCA 5	M65 Jt 4	Non R/R
16/18-Sep	Touring Ass	No	No	Lancashire AC	Border Rievers Classic Tour	Scottish borders	None
24-Sep	Road Rally	Yes	Yes	Clitheroe & DMC	Clitheronian	Lancs Cumb, Yorks	Road
30/1st Oct	Stage Rally	Yes	Yes	Manx A.S	Chris Kelly	Isle of Man	Stage
1-Oct	Touring Ass	No	No	Knowldale & DMC	Autumn Tour	Lancs Cumb, Yorks	None
1/2 Oct	Sprint	Yes	Yes	Longton & DMC	Anglesey Sprint	Ty Croes	S&HC
2-Oct	PCA	Yes	Yes	Warrington & DMC	Autumn Season PCA 2	Wern Ddu	Non R/R
9-Oct	Autotest	Yes	Yes	Airedale & Pennine	A&PMCC A/T 10	Rock & Heifer,	Non R/R
9-Oct	PCA	Yes	Yes	Airedale & Pennine	A&PMCC PCA 10	Rock & Heifer,	Non R/R
9-Oct	Stage Rally	Yes	Yes	Wigan & DMC	The Adgespeed Stages	3 Sisters, Wigan	Stage
13/16-Oct	Stage Rally	Yes	Yes	Mull Car Club	Mull Rally	Isle of Mull	Stage
22-Oct	Touring Ass	No	No	2300 Club	Andy Mort Tour	Clitheroe	None
23-Oct	Autosolo	Yes	Yes	Knutsford & DMC	Jubilee Autosolo		Non R/R
5-Nov	Stage Rally	yes	Yes	Bolton-le-Moors CC	Neil Howard Stages	Oulton Park	Stage
12-Nov	Targa	No	Yes	Kirkby Lonsdale MC	KLMC Targa	Warcop	None
12-13Nov	Road Rally	Yes	Yes	Clitheroe & DMC	Primrose Rally	Lancs Cumb, Yorks	Road
13-Nov	Autotest	Yes	Yes	Airedale & Pennine	A&PMCC A/T 11	Rock & Heifer,	Non R/R
13-Nov	PCA	Yes	Yes	Airedale & Pennine	A&PMCC PCA 11	Rock & Heifer	Non R/R
13-Nov	PCA	Yes	Yes	Warrington & DMC	Autumn Season PCA 3	Wern Ddu	Non R/R
19-Nov	Road Rally	No	Yes	Beverley & DMC	Beaver Rally	Yorkshire	Road
27-Nov	Targa	Yes	Yes	Knutsford & DMC	The Knutsford Targa Rally	Cheshire	Road
10-Dec	Autosolo	Yes	Yes	Bolton-le-Moors CC	Autosolo 2		Non R/R
10-Dec	PCA	Yes	Yes	Bolton-le-Moors CC	PCA 2		Non R/R

2022 SD34MSG Challenge Registration Form

Please register me for the SD34 Challenges indicated below.

By submitting this form and paying the registration fee I agree to abide by the Championship rules and regulations, which can be found on the SD34MSG website at http://sd34msg.org.uk/

General Data Protection Regulation 2018. Under the data protection regulations (the GDPR), which came into force on 25 May 2018, we have to ask your permission to hold data about you as per the Groups Data Protection Policy. NOTE: We cannot assume your permission; it has to be given to us explicitly. If we don't get this consent we cannot communicate with you. Therefore by submitting the above Championship Registration form and paying the registration fee you give your full consent and authority for SD34MSG to contact you via email, telephone and/or letter for the purpose of keeping you informed with activities, events and for social purposes so long as I you are a registered Championship contender. You also understand that you may withdraw your consent at any time by contacting the Groups Data Protection Officer, who is the SD34 MSG Secretary (secretary@sd34msg.org.uk), and is also the data controller for the purpose of GDPR and the Data Protection Act

The SD34 MSG GDPR Privacy Statement can be viewed on the Groups Web Site. At http://sd34msg.org.uk/ Please note all our (SD34MSG) Competitions are

2018. Our address is: - SD34MSG, c/o 6 Thistleton Road, Thistleton, Preston PR4 3XA.

"Held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and any supplementary Regulations.

Please return the completed form complete with the £5 registration fee to the championship compiler.

This can be done by post to David Barratt, 54 Lodge Street, Accrington, BB5 6EH or by completing the form, print off, scan and then e-mail to davidpbarratt@gmail.com. Cheques must be made payable to SD34 Motorsport Group

Register on Line at https://form.jotform.com/203073542463349

Registration fees may also be paid by bank transfer to:

Lloyds Bank

Sort Code: 77-76-05

Account Number: 49052568

Please enter your full name as the reference

Name Address			
·			
		Post Code	
Email Addr	ess		
Home Tel		Mobile	
SD34MSG	Nominated Club		

Championship	Class							
Stage Rally	Driver / Co-Driver	А	1	В	С)	
Road Rally	Driver / Navigator	Expert	S	emi	Ехре	ert N	lovice	
Sprint Hillclimb	Driver	S	1	2	3	4	5	
Non Race Rally	Driver	A	В		С	D	E	

2022 SD34MSG Under 18 Challenge Registration Form

Name		
	Post Code	
e-mail	Tel No Home	
Mobile	SD34 Nominated Club	(1 only)
Age on 1st January 2020	DOB	
Competitor Signature	Date	
	G Under 18 Championship. I agree to abide by the char is sheet will be held on computer, but will be for SD34M	
Parent Name		
Parent Signature	Date	
Parent Information (If differe	ent to above) Address	
	Post Code	
e-mail	Tel No Home	
Mobile		

the registration link for the Sd34MSG U18 Challenge is SD34 u18 championship

General Data Protection Regulation 2018. Under the data protection regulations (the GDPR), which came into force on 25 May 2018, we have to ask your permission to hold data about you as per the Groups Data Protection Policy. NOTE: We cannot assume your permission; it has to be given to us explicitly. If we don't get this consent we cannot communicate with you. Therefore by signing the above Championship Registration form you give your full consent and authority for SD34MSG to contact you via email, telephone and/or letter for the purpose of keeping you informed with activities, events and for social purposes so long as I you are a registered Championship contender. You also understand that you may withdraw your consent at any time by contacting the Groups Data Protection Officer, who is the SD34 MSG Secretary (secretary@sd34msg.org.uk), and is also the data controller for the purpose of GDPR and the Data Protection Act 2018. Our address is:-SD34MSG, c/o 6 Thistleton Road, Thistleton, Preston PR4 3XA. The SD34 MSG GDPR Privacy Statement can be viewed on the Groups Web Site. @ http://sd34msg.org.uk/ Please return the completed form to the championship compiler. This can be done by post or by completing the form, print off, sign, scan and then e-mail to championship compiler. Address information at bottom of page.

SD34MSG Under 18 Challenge Regulations

The SD34MSG "Under 18 Championship" shall allow any member of an SD34MSG club, who is under the age of 18 on the first day in the championship year (this will normally be 1st January in any year) to compete for the championship in any discipline of motorsport which allows their participation at an age of under 18 as defined in the current Motorsport UK Bluebook. As this will be a multi discipline championship then all Under 18 Championship qualifying competitors wishing to be considered for the championship must register for the Under 18 Championship separately to the normal champion-ships. This will not exclude them from registering for the normal SD34MSG championship as well. (Entry to this championship shall be free and points will be awarded from the date of first registration.)

For championships which work out overall positions by Index of Performance (as per the SD34MSG Index of Performance system and rules) the Under 18 registered competitor with the best index in the event will be awarded one point for each under 18 championship contender, or 10 points whichever is the higher, and second placed one point less, etc. i.e The 2nd best index 1 point less, 3rd best index 2 points less and so on till all eligible registered Under 18 competitors have been awarded their points.

For Championship events which work out overall position by means of the least actual time lost (or time and fails system) then the Registered Under 18 competitor with the best overall position will be awarded one point for each under 18 championship contender, or 10 points whichever is the higher, and second placed one point less, etc. i.e The 2nd best overall position 1 point less, 3rd best overall position 2 points less and so on till all eligible registered Under 18 competitors have been awarded their points.

Some championship events may well have eligible competitors in both the driving and navigating positions and therefore I would envisage that points be awarded to both Drivers and Navigators separately according to their overall position either as navigators or drivers. There will be no distinction between drivers or navigators for the overall awards.

Registered competitors may also score 5 points on two separate occasions by marshalling on any SD34MSG championship event. One of these must be for marshalling on an SD34 Championship event other than one run by their own club. If the event is run/co-promoted by more than one club and one of these clubs is their own club this will not count as another club for marshalling points. You must claim these points directly with the championship compiler within 1 (one) month of the event taking place stating which event you marshalled on.

The REGISTERED Under 18 competitor with the highest score at the end of the championship year, from any discipline or multiple disciplines, would be the Overall Under 18 Champion. Next highest score 2nd Overall and third highest score 3rd Overall. It must be stressed that an Under 18 Championship contender must notify the Championship compiler of their taking part in a particular eligible event within 1 (one) month of the event taking place. (This can be easily done by e-mail just stating which event and its date.)

The event organisers must supply a complete set of results and entry list with clubs entered under to the Under 18 compiler so that points can be awarded accordingly. These must be notified as soon as the results become available and no longer than three weeks after the date that the results become official

Please note all our (SD34MSG) Competitions are "Held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and any supplementary Regulations.

Under 18 Challenge Compiler:- Alan Shaw 31 Appleby Drive, Barrowford, NELSON, Lancashire, BB9 6EX. Tel No 01282 602195 e-mail address shawalan555@gmail.com

SD34MSG Challenge Classes for 2022

Non Race / Non Rally

- A) Production Saloon Cars up to 4.15m (13'7") overall length and up to 1400cc (Must have all seats & trim fitted);
- B) Production Saloon Cars up to 4.15m (13'7") overall length and over 1400cc (Must have all seats & trim fitted);
- C) Production Saloon Cars over 4.15m (13'7") overall length (Must have all seats & trim fitted);
- D) Series Production Sports Cars hood down or hood up;
- E) All other cars (including "low volume" sports cars e.g. Caterhams, Westfields) and Stage Rally-prepared cars.

Sprint & Hillclimb

Categories will be as per Motorsport UK Regulations S11-S15, but most events will run classes as agreed for the "2022 North & Midland Speed Classes".

- Category S Standard Cars complying with S11
- Category 1 Road Cars (series production) complying with S12
- Category 2 Road Cars (specialist production) complying with S12
- Category 3 Modified Cars series and specialist production complying with S13
- Category 4 Sports Libre Cars complying with S14
- Category 5 Racing Cars complying with S15

Stage Rally

- A) up to 1400cc
- B) 1401cc to 1600cc
- C) 1601cc to 2000cc
- D) over 2000cc & 4 WD

Road Rally

Expert A competitor who, in the role registered has at least 3 top 10 finishes in Nat B or higher

Semi-Expert All Competitors not eligible for Expert or Novice Class (NB: You can only move up one class per yr)

Novice A Competitor in the Role Registered has never won a 1st Novice Award (See full rules)

2022 SD34MSG Inter-Club League

mitter eran League				
Division A		Pos	ition	
Club	Points	Div	O/A	
Clitheroe & DMC	311	1	1	
Bolton-le-Moors CC	221.5	2	2	
U17MC-NW	170	3	3	
Liverpool MC	162.5	4	4	
Longton & DMC	120	5	5	
Warrington & DMC	96.5	6	6	
Garstang & Preston MC	75 	7	10	
Knutsford & DMC	55.5	8	14	
Division B Club	Deinte	Pos Div	ition	
	Points		O/A	
Blackpool South Shore MC	94.5	1	7	
Airedale & Pennine MCC	85	2	8	
Wigan & DMC	71	3	11	
Accrington MSC	65	4	12	
Stockport 061 MC	63.5	5	13	
Wallasey MC	38	6	16	
Pendle & DMC	36.5	7	17	
Preston MC	20	8	19	
Division C		Position		
Club	Points	Div	O/A	
Kirkby Lonsdale MC	77.5	1	9	
Hexham & DMC	45.5	2	15	
Mull CC	25.5	3	18	
Manx AS	16.5	4	20	
CSMA (NW)	12	5	21	
2300	11.5	6	22	
Knowldale CC	9	7	23	
West Cumbria MSC	8	8	24	
Lightning MSC	5.5	9	25	
Wigton & DMC	0	10	26	
High Moor MC	0	10	26	
Lancashire A.C.	0	10	26	
Motor Sport North West	0	10	26	
Last Updated 27 th A	April 2	022		

SD34MSG Championship Tables 2022

Championship Tables 2022					
	Marshals Ch	ampi	onship		
O/A	Competitor	Points	Club	Q	
1	Brian Wragg	50	Liverpool	Υ	
2	Maurice Ellison	30	Clitheroe	Υ	
= 3	Steve Johnson	20	U17MC	Υ	
	Jack Mather	20	Bolton	Υ	
	Dave Barratt	20	Accrington	Υ	
	Mark Johnson	20	Clitheroe	Υ	
=7	Darrell Barrett	17	Pendle	N	
	Stuart Ellis	17	Pendle	N	
=9	Andrew Rushton	10	Pendle	N	
	Allan Shaw	10	Pendle	N	
	lan Claire	10	Liverpool	N	
	lan Curlett	10	Liverpool	N	
	David Doidge	10	Liverpool	N	
	David Drucker	10	Liverpool	N	
	David Gee	10	Liverpool	N	
	Bill Gray	10	Liverpool	N	
	John Harden	10	Liverpool	N	
	David Hunt	10	Liverpool	N	
	Sandra Hunt	10	Liverpool	N	
	Mark Jagger	10	Liverpool	N	
	Phillip Jagger	10	Liverpool	N	
	Kevin Jessop	10	Liverpool	N	
	Geoff Maine	10	Liverpool	N	
	William O'Brien	10	Liverpool	N	
	Robert O'Brien	10	Liverpool	N	
	Mike Parden	10	Liverpool	N	
	Sean Robertson	10	Liverpool	N	
	Tom Roche	10	Liverpool	N	
	Steve Wilkinson	10	Liverpool	N	
	Steve Frost	10	Clitheroe	N	
	Jo Evers	10	Bolton	N	
	Andrew Gillett	10	Bolton	N	
	lan Swallow	10	Bolton	N	
	James Swallow	10	Bolton	N	
	Victoria Swallow	10	Bolton	N	
	Eric Wilkockson	10	Bolton	N	
	Stephen Mather	10	Bolton	N	
	,				
	6 Clubs have pro	ovided	Marshals		
	37 Marshal hav				
	6 Marshals have Qualified				

Stage Rally Championship					
O/A	Driver	Class	Points	Club	
1	Adam Williams	С	82	Warrington	
2	Simon Bowen	D	64	BSSMC	
3	Jonathon Mounsey	D	62	Clitheroe	
4	Erdinc Degimencioglu	С	57	Warrington	
5	Bruce Lindsay	Α	54	Pendle	
6	Tim Millington	В	54	Knutsford	
7	Mike Riley	С	53	Wallasey	
8	Paul Murrow	D	32	G&PMC	
= 9	Colin Blunt	С	31	Clitheroe	
= 9	Steve Kenyon	D	31	G&PMC	
11	Andrew Potts	В	30	Clitheroe	
= 12	Ian Curwen	B&D	29	KLMC	
= 12	Robert Arnold	С	29	Warrington	
= 12	George Clark	В	29	Warrington	
= 12	Oliver Hunter	С	29	G&PMC	
= 16	Nick Stamper	D	28	Warrington	
= 16	Graham Brindley	С	28	Wigan	
= 16	Lauren Groves	В	28	Warrington	
= 16	Neil Roskell	D	28	G&PMC	
= 16	Michael Judson	С	28	Clitheroe	
= 21	Craig Kennedy	D	27	Warrington	
= 21	Kevin Furber	В	27	Warrington	
= 23	John Gribbins	С	26	Clitheroe	
= 23	Mark Johnson	Α	26	Clitheroe	
= 23	Jeff Simm	В	26	Clitheroe	
= 23	Roy Wadsley	С	26	Wigan	
= 23	Chris Johnson	Α	26	Warrington	
28					
29					
30					

S	Sprint & Hillclimb Championship					
O/A	Competitor	Class	Points	Club		
1	Matt Bramhall	2A	205.21	Longton		
=2	Steve Wilson	1F	202.00	Longton		
= 2	Nigel Fox	2B	202.00	Clitheroe		
4	Chris Bramhall	2A	197.33	Longton		
5	Roger Abbott	2A	184.53	Longton		
= 6	Clive Plested	SA	101.00	Liverpool		
= 6	Pete Messer	SD	101.00	Clitheroe		
8						

	Stage Rally Championship					
O/A	Co-Driver	Class	Points	Club		
1	Rachael Atherton	С	82	Warrington		
2	Paul Stringer	В	57	Knowldale		
= 3	Dave Wilkinson	В	55	Clitheroe		
= 3	James Swallow	D	55	Bolton		
= 5	Jonathon Kennedy	D	54	Warrington		
= 5	Rob Bryn Jones	В	54	Clitheroe		
7	Andrew Millington	В	53	Knutsford		
8	Collin Blunt	С	52	Clitheroe		
9	Callum Cross	D	30	BSSMC		
= 10	Lauren Hewitt	D	29	Clitheroe		
= 10	Stephen Landen	D	29	Warrington		
= 12	Callum Young	В	28	Clitheroe		
= 12	Terry Martin	D	28	Clitheroe		
= 12	Mark Blunt	С	28	Clitheroe		
= 12	Heather Stamper	D	28	Warrington		
= 16	Martin Young		27	Clitheroe		
= 16	Steve Butler	Α	27	Clitheroe		
= 16	Katy Mashiter	D	27	KLMC		
= 18	Barry Allman	В	26	Clitheroe		
= 18	Steve Wilson	D	26	Longton		
= 18	Andrew Medicott	В	26	Warrington		
21						

I	Non Race/Rally Championship					
O/A	Competitor	Class	Points	Club		
1	Andy Williams	Α	41.01	U17MC		
2	Lauren Crook	С	40.24	U17MC		
3	lan Harcourt	D	39.96	Bolton		
4	Scott McMahon	Α	30.82	U17MC		
5	John Jones	В	30.70	Accrington		
6	James Williams	Α	30.25	U17MC		
7	Chris McMahon	Α	30.11	U17MC		
8	Gary Sherriff	В	28.81	Bolton		
9	Nigel Fox	Α	27.42	Clitheroe		
10	Alec Tunbridge	Е	20.63	Bolton		
=11	lan Swallow	Е	10.00	Bolton		
=11	Jack Mather	В	10.00	Bolton		
=11	Stephen Mather	В	10.00	Bolton		
=11	Stephen Dixon	Α	10.00	West Cumb		
15	Milo Unwin	Α	9.62	U17MC		
16	Peter Sharples	Α	9.58	Preston		
17	Dave Graves	В	9.55	Bolton		
18	Steve Johnson	Α	8.99	Boundless		
19	Stephen Holmes	Α	8.96	Clitheroe		
20	lan Leviston	Е	8.74	Boundless		

Road Rally Championship				
O/A	Driver	Class	Points	Club
1				
O/A	Navigator	Class	Points	Club
1	Navigator	Olass	1 Onits	Olub
'				

	Individual Championship					
O/A	Competitor	Points	Club	Q		
1	Mark Johnson	20	Clitheroe	Υ		
2	Stephen Holmes	15	Clitheroe	Υ		
3	lan Swallow	11	Bolton	Y		
4	Dave Graves	7	Bolton	Υ		
5	Steve Johnson	6	Boundless	Y		
	Simon Bowen	34	B/Pool S Shore	N		
	Colin Blunt	32	Clitheroe	N		
	Jonathon Mounsey	32	Clitheroe	N		
	Andy Williams	29	U17MC(NW)	N		
	Scott Macmahon	25	U17MC(NW)	N		
	Jonathon Kennedy	25	Warrington	N		
	Rob Bryn Jones	20	Clitheroe	N		
	Chris Macmahon	19	U17MC(NW)	N		
	Erdinc Degirmencioglu	19	Warrington	N		
	Ian Harcourt	19	Bolton	N		
	James Williams	18	U17MC(NW)	N		
	John Jones	18	Accrington	N		
	Lauren Crook	16	U17MC(NW)	Ν		
	Adam Williams	16	Warrington	N		
	Nick Stamper	16	Warrington	N		
	Calum Cross	15	B/Pool S Shore	N		
	Craig Kennedy	15	Warrington	N		
	Paul Murro	14	G&PMC	N		
	Roy Wadsley	14	Wigan	N		
	Steve Landen	14	Warrington	N		
	Terry Martin	14	Clitheroe	N		
	Heather Stamper	13	Warrington	N		
	James Swallow	13	Bolton	N		

	Under 18Championship					
O/A	Competitor Points Club					
1	Daniel Millward - Jackson	30	U17MC(NW)			
2	2 James Sharples		Preston MC			

SD34MSG 2022 Road Rally Championship Rounds				
Date	Discipline	Club	Title	
07/05/2022	Targa	Stockport 061 MC	CANCELLED	
17/07/2022	Targa	Hexham & Dist MC	The Northern Dales Targa Rally	
24/09/2022	Road Rally	CDMC	Clitheronian	
12/11/2022	Road Rally	CDMC	Primrose Rally	
19/11/2022	Road Rally	Beverley & District MC	Beaver	
27/11/2022	Targa	Knutsford & District MC	The Knutsford Targa Rally	



Road Rally: O/A Driver Club **Points** Brynli Thomas 1 Bala 241 2 Chris Farrell C&A 211 3 Mark Jones C&A 195 4 Mark (GT) Roberts Welsh B 183 5 Darren Moon Ilkley 176 O/A **Navigator** Club **Points** 1 Rob Bryn Jones Clwd Vale 266 C&A 2 Corey Powell-Jones 195 3 Andrew Lowe Mid-Derbys 176 4 Chris Evans Bala 169 5 Phil Savage **KLMC** 150

Stage Rally: O/A Driver Club **Points** 1 John Stone Blackpool 458 2 Berwyn Evans C&A 268 3 Jonathon Mounsey Clitheroe 211 North Wales 4 Mick Smith 187 5 Jacob McComb Bala 186 O/A **Co-Driver** Club **Points** 1 Steve Hallmark **ERO** 245 2 Alex Stone Blackpool 244 3 Mari Haf Evens C&A 203 Nigel Jones =4 Bala 186 =4 Chris Cooke 186 Wigan

Stage Rally (Forest):					
O/A	Driver	Club	Points		
1	Tom McKeown	North Wales	55		
2	Boyd Kershaw	Port Talbot	50		
= 3	Gordon Davies	ERO	47		
= 3	Josh Taylor	60 & Worcs	47		
5	Julian Birley	Bala	43		
O/A	Co-Driver	Club	Points		
1	Jamie Edwards	Clwyd Vale	105		
2	Peredur Davies	C&A	88		
3	lan Jones	North Wales	81		
4	Harry Stubbs	B&B	79		
_	OL : D	Nowth Wales	77		
5	Chris Row	North Wales	77		

Championship Standings

In Brief: Updated 25th April go to http://anwcc.co.uk

Autotest :			
O/A	Driver	Club	Points
1	Stephen Dixon	West Cumb	97
= 2	James Williams	U17MC(NW)	50
= 2	Lee Matthews	C&A	50
4	David Goodlad	Knutsford	45
5	Elis Matthews	C&A	44

PCA (U 25):			
O/A	Driver	Club	Points
1	Daniel Millward Jackson	U17MC(NW)	150
2	Oliver Matheson	U17MC(NW)	94
= 3	Lauren Crook	Knutsford	50
= 3	Mark Brotherhood	Cannock	50
5	Ben Briggs	U17MC(NW)	47

AutoSOLO :			
O/A	Driver	Club	Points
1	lan Harcourt	Bolton	206
2	Andy Williams	U17MC(NW)	152
3	Steve Dolby	Cannock	131
4	Scott McMahon	U17MC(NW)	120
5	John Jones	Accrington	117

Speed :			
O/A	Driver	Club	Points
1	Matt Bramhall	Longton	514.23
2	Chris Bramhall	Longton	483.61
3	Roger Abbott	Longton	286.68
= 4	Steve Wilson	Longton	202.00
= 4	Nigel Fox	Clitheroe	202.00

Trials :			
O/A	Driver	Club	Points
1	Gary Preston	Owen MC	100
2	Rupert North	A&PMCC	94
3	Ifan Roberts	Bala	82
4	Aled Charles	Bala	77
5	Sam Oddy	Ilkley	74

North Wales Stage Rally Challenge			
O/A	Driver	Club	Points
1	John Stone	Blackpool SS	50
2	Brandon Smith	Clitheroe	47
3	Greg Williams	Warrington	42
4	Jonathon Davies	North Wales	41
=5	Mike Maddocks	Warrington	40
O/A	Navigator	Club	Points
1	Alex Stone	Blackpool	50
2	James Swallow	Bolton	44
3	Ifan Davies	C&A	43
4	Rob Fagg	Manx AS	40
5	Chris Row	North Wales	39

Targa Championship			
O/A	Driver	Club	Points
1			
2			
3			
4			
4			
O/A	Co-Driver	Club	Points
1			
2			
3			
4			
5			

Historic Road Rally Challenge			
O/A	Driver	Club	Points
1	Leigh Powley	HRCR	94
2	Nuala Dowie	Wigton	92
3	Bob Ward	HRCR	80
4	Phil Wood	Potteries	76
5	Ian Crammond	3 Castles	50
O/A	Co-Driver	Club	Points
1	John Youd	B&B	90
=2	Karl Ellis	HRCR	83
=2	Ian Clapham	Clwyd Vale	83
4	Matthew Volkes	Knutsford	50
5	Brian Goff	HRCR	44

Allrounders Championship			
O/A	O/A Driver	Club	Points
1	lan Clapham	116 CC	84
2	Rob Bryn Jones	Clwyd Vale	56
3	Peredur Davies	C&A	30
4	Harry Stubs	B&B	20
5	Lewis Griffiths	C&A	17

Ladies Rally Championship			
O/A	Driver	Club	Points
1	Nuala Dowie	Wigton	152.96
2	Lauren Groves	Clwyd Vale	37.5
3			
4			
5			
O/A	Co-Driver	Club	Points
1	Mari Haf Evans	C&A	147.01
2	Rachael Atherton	Warrington	141.09
3	Tina Horsfield	ERO	108.48
4	Grace Pedley	Clitheroe	104.82
7	- ,		

Mini Cooper Rally Challenge			
O/A	Driver	Club	Points
1	Mick Smith		60
2	Mark Gellatly		48
3	Guy Butler		42
4	Gorgon Davies		41
= 5	Keith Bounds		36
O/A	Co-Driver	Club	Points
1	Paul Stringer		60
2	Tina Horsfield		41
3	Jack Morris		39
4	Rob Bryn Jones		37
= 5	Kevin Watkins		36

Glyı	Glynne Edwards Memorial Championship			
O/A	Club	Points		
1	Bala & DMC	374		
2	Caerns & Anglesey	274		
3	Harlech & DMC	180		
4	Clwyd Vale MC	131		
5	Rhyl & DMC	95		
6	Broughton & Bretton MC	94		
7	North Wales CC	86		
8	116 CC	37		



AWARDS NIGHT May 8th

May 8th will see our Awards Buffet at the Motor House and we are delighted that David Richards is dropping in by helicopter to present the awards and give a short talk.

He will also present our award for coming second in the Club of the year competition. Tickets are just £15 each and the club is providing wine and non-alcoholic drinks.

We hope all the award winners will be able to come along.

Tickets can be booked from Chris Glaister chris.glaister@me.com

Champions 2021

Club Champion Craig Stamper
Ladies Champion Fiona Tyson
Autotest Champion Geoff Rae
Autosolo Peter Wright

Historic Rally Alex Willans / Bob Hargreaves
Targa Rally David O'Connor / Stuart Davies

Marshals Eddie Parsons
Speed Peter Garforth
Stage Rally Barry Lindsay
Enthusiast David Agnew
External Sam Kirkpatrick

Historic Pre 60 Jim Hendry & Findlay Wyatt
Category 1 David Agnew & Alan Jackson
Category 2 John Haygarth & Bob Hargreaves

Category 3 John Sloan & Marc Crack

Category 4 David Alexander & Clive Fothergill

Targa 1 Peter Wright & Lian Wright
Targa 2 Daniel Place & Ryan Parker
Targa 4 Phil Hodgson & Lewis Hodgson

ASSOCIATION OF
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RALLIES, AUTOTESTS, AUTOSOLOS, TRIALS, SPRINTS, HILLCLIMBS

Noi	orth Wales Road Rally Challenge			
O/A	Driver	Club	Points	
1	Brynli Thomas	Bala	82	
2	Mark (GT) Roberts	Welsh B	78	
3	Polly	Wolv & Staff	74	
= 4	Chris Farrell	C&A	63	
= 4	Rob Jos	Bala	63	
O/A	Navigator	Club	Points	
O/A	Navigator Rob Bryn Jones	Club Clwd Vale	Points 86	
	-			
1	Rob Bryn Jones	Clwd Vale	86	
1 2	Rob Bryn Jones Chris Evans	Clwd Vale Bala	86 85	

Inte	Inter-Club Championship					
O/A	Club Contenders Events Poi					
1	Caerns & Anglesey	41	13	99		
2	U17MC(NW)	13	11	97		
3	Bolton-le-Moors CC	18	13	86		
4	Clitheroe & DMC	18	15	84		
5	Knutsford & DMC	16	12	81		
= 6	Liverpool MC	18	10	60		
= 6	Clwyd Vale MC	12	11	60		
8	North Wales CC	18	10	59		
9	Bala & DMC	20	8	55		
10	Longton & DMC	13	10	52		

Marshals Championship			
O/A	Marshal	Club	Points
1	Brian Wragg	Liverpool	75
2	Maurice Ellison	Clitheroe	45
=3	Henry Kitchen	Ilkley	30
=3	Sioned Kitchen	Ilkley	30
=3	Janusz Daren	Knutsford	30
6	Sean Robertson	Liverpool	25
=7	Jack Mather	Bolton	20
=7	Tim Millington	Knutsford	20
=9	Rob Jos	NWCDC	19
=9	Ruth Bailey	Longton	19



loan Lloyd

John Easson Award Winner

Photos Right are of the car that loan Lloyd is hoping will propel him to success in the 2022 British Rally Championship.

The 19-year-old John Easson Award winner will debut his new Peugeot 208 Rally 4 on the Corbeau Seats Stages Rally, based in Clacton.

And the young Welshman heads for Essex buoyed by a test session last week in which he described the car as 'awesome'.

Following a very successful 2021 season in the BTRDA Championship, winning three titles, Ioan and co-driver Sion Williams decided to make the step up to Britain's premier rally series, helped in part by winning the 2300 Club's John Easson Award.

He said: "It gave me a huge boost, not just financially, when the JEA committee selected me. They are vastly experienced in competing and running rallies, and I'm determined to repay the faith they have showed in me."

After selling his R2 car earlier in the year, loan and the family team from West Wales Rally Spares had ordered a brand new 208 Rally 4 from Peugeot Sport, but with a waiting list of nearly 90 customers, any hope of getting one in time for the new season looked slim at best.

So instead, they bought one from Irish tarmac driver Derek McGarrity, which had been used by a Hungarian driver in the European Rally Championship.

"It had only done 10 rallies, so we've had the gearbox out for a check, but other than that it was just a case of getting the car set up to my liking," explained loan.

"It's an amazing car, and totally different from the 208 R2 I drove last year.

"It feels much more stable and the turbo means there's a lot more torque available. I can't wait to drive it in anger."

"It's going to be a steep learning curve, first time out in a new car, so we'll need to bed ourselves in, but at the same time, 14 stages totalling 55 stage miles means we'll have to be quick out of the box. Whatever happens, we will be giving it 100% effort."









Legend**fires**0

North West Stages Statement Not to run in 2023

The Legend Fires North West Stages organising team can confirm that the event will next run on Friday 22nd and Saturday 23rd March 2024, and will once again be based in and around the Wyre and Garstang areas with Myerscough College as the event headquarters.

The decision not to run in 2023 took into account several significant factors:

- The personal resource and commitment required to organise a closed road rally is immense, but absolutely necessary in order to put on a top-class event. The team's experience is that the time and effort involved does not get any easier year on year but is resolute that previous standards should be maintained.
- The event has a reputation for being a challenging and evolving rally. The 2022 stages met that brief, and the team must look to develop the route further to ensure that the event not only maintains its standing but continues to develop and grow.
- The view of residents on the closed roads must be central to our planning. We are fortunate to have over-whelming support from residents, Parish Councils, Town Councils, City Councils and Borough Councils. We do however recognise that not all residents welcome road closures to accommodate motor sport, and we need to take a fair and balanced view on what is acceptable in terms of disruption in order to maintain the support of the majority.
- The success and increasing popularity of the event brings about additional challenges such as spectator viewing areas, access and parking. This in itself is a significant logistical project, oh, to be able to find 1,000 parking spaces close to Beacon Fell for example.
- The cost of running the event is substantial and with two closed road events under our belt, the potential financial risk to the club is clear and cannot be underestimated. In order to protect the future of both the rally and of Motorsport (North West) Limited, it is incumbent on the team to revisit the finances and revise and improve the current business model.

The organisers are fully committed to the ongoing future of the event, but in order to achieve its aims and objectives has concluded that we do not have the capacity to complete the tasks required within the timescales laid down for a closed road application for a 2023 event.

For many this will obviously be a disappointing decision but hopefully one that people will understand and appreciate the reasoning behind. We would like to take this opportunity to thank all the stage teams, marshals, safety crews and everyone involved in the enormously successful 2022 rally and hope that you are able to support us in the future.





NESCRC



Historic Motorsport In The North Of England & Scotland

2022 NESCRO CHALLENGE DATES LIST

• Sat/Sun 30Apr/1st May

• Sun 15th May

Sat/Sun 4/5th June

Sun 17th July

• Sun 14th August

• Sun 4th September

• Sun 18th September

Sun 2nd October

• Sun 23rd October

Berwick

William Patterson

Rallye East Yorkshire

Northern Dales

Blue Streak

Wearside

Doonhamer

Solway Coast Targa

Solway

Berwick & DMC

South of Scotland CC

Yorkshire Wolds MC

Hexham & DMC

Spadeadam MC

Durham AC

South of Scotland CC

Solway Car Club

Wigton MC

Historic/Targa

Targa

Historic/Targa

Historic/Targa

Historic/Targa

Historic/Targa

Historic/Targa

Historic/Targa

Historic/Targa

NESCRO 2022 Historic Driver's Challenge

Pos	Driver	pts
1	Ali Procter	104.4
2	Colin Wilkinson	98.9
3	Michael Read	93.3
= 3	David Garstang	93.3
5	Chris Valentine	87.8
6	Tom Hall	82.2
= 7	Allan Clark	76.7
= 7	Martyn Taylor	76.7
9	Peter Metcalf	71.1
10	Dave Short	65.6

NESCRO 2022 Historic Navigators Challenge

Pos	Driver	pts
1	Lynsey Procter	104.4
2	John Scott	98.9
= 3	John Lindsay	93.3
= 3	Matthew Alexander	93.3
5	Chris Thorley	87.8
6	Mark Rayler	82.2
= 7	lan Thorburn	76.7
= 7	Phill Griffiths	76.6
9	Alex Metcalf	71.1
10	Roy Heath	65.6

NESCRO 2022 TARGA Driver's Challenge

Pos	Driver	pts
1	Steve Retchless	106.3
2	Fraser Hughes	105.5
3	Jack Morton	102.6
4	Alan Ross	100.9
5	Chris Dodds	98.9
6	Andy Tong	96.4
7	Simon Jennings	95.2
8	Scott Gray	91.8
9	Stephen Short	91.5
10	James Gratton-Smith	87.8

NESCRO 2022 TARGA Navigators Challenge

Pos	Driver	pts
1	John Millington	106.3
2	Peter MacInnes	105.5
3	Essi Salonen	102.6
4	Gary Ross	100.9
5	Hannah Davidson	98.9
6	Emma Steeley	96.4
7	Colin Fish	95.2
8	Bob Shearer	91.8
9	James Greenhough	91.5
10	Paul Nelson	87.8













Proflex Shock Absorbers Stage Rally Championship

Round	Date	Event	Organising Club	Event Type
6	03/07/22	Greystoke Stages Rally	West Cumbria MSC/Eden Valley MC	Gravel
7	07/08/22	Tyneside Stages Rally	Alnwick & DMC / Berwick & DMC	Tarmac
8	07/08/22	Heroes Stages Rally	Garstang & Preston MC/Pendle&DMC	Single Venue
9	28/08/22	Rainworth Skoda Stages Rally	Sheffield & Hallamshire MC	Single Venue
10	09/09/22	Promenade Stages Rally	Wallasey Motor Club	Tarmac
11	09/10/22	Adgespeed Stages	Wigan Motor Club	Single Venue
12	06/11/22	Malton Forest Rally	Malton MC / Clitheroe & DMC	Gravel

Warrington & District Motor Club

Are Holding the

The Dave Read Stage Rally

Was the Enville Stages in past years

On Saturday August 6th Anglesey Circuit

Dave was a member of Warrington DMC for 40 years

He held every position on the committee including Chairman for many years. He supported all members in whatever task they were doing, Clerk of Course on the Enville Stages and was main instigator for the closed road running of the Legend Fires North West Stages. Which was held in his honour with great success a few weeks ago.

We are hoping for a full entry on this event as profits are going to be shared by Air Ambulance and Medical Dogs training.

Further details soon on Warrington DMC Facebook page and on www.warringtondmc.co.uk

Thanks goes to Carnarvon & Anglesey M.C for all their help in running this event.

Stockport061MC **061 TARGA Rally @ Weeton CANCELLED**

It is with great regret that we have to announce the cancellation of the MOCP 061 Targa Road Rally due to take place on 7th May 2022.

Unfortunately, the MOD has cancelled our licence for the venue, due to it being used for training each day. Rob Yates, Clerk of Course, has spoken to MOD to try and obtain approval for the 1 day only, but we were still told it was unavailable.

We are hoping to run in September, and will be contacting all competitors, marshals and contractors separately to advise.

Just arrived at B&Q and they've now got designated parking spaces for fat blokes buying Barbecues!

They think of everything





www.sgpetch.co.uk

A.N.E.C.C.C SGPETCH STAGE RALLY CHAMPIONSHIP 2022





ASSOCIATION OF NORTH EAST & CUMBRIA CAR CLUBS

Stage Rally Championship

WE ARE BACK FOR THE 2022 SEASON

12 ROUND CHAMPIONSHIP
CHAMPIONSHIP REGISTRATION
FOR THE 2022 SEASON
£10.00 PER COMPETITOR
WWW.ANECCCSTAGERALLY.CO.UK

REGISTARTION IS VIA ON-LINE, DETAIL'S WILL BE ON OUR WEBSITE & FACEBOOK PAGE

2022 CALENDER

RD 1 - RIPONIAN

RD 2 - MALCOLM WILSON

RD 3 - BORDER COUNTIES

RD 4 - JIM CLARK RALLY

RD 5 - KIELDER FOREST

RD 6 - GREYSTOKE

RD7 - TYNESIDE STAGES

RD 8 - RAINWORTH STAGES

RD 9 - TRACKROD RALLY

RD 10 - CARLISLE STAGES

RD 11 - MALTON FOREST

RD 12 - GRIZEDALE

DATE'S TO BE CONFIRMED

CLASS'S SUPPORTED BY

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AWARDS

1ST IN CLASS 2ND " " 3RD " " 1ST OVERALL 2ND " "

3RD "



Competition & Classic Parts for Sale Vauxhall, Sunbeam, Peugeot & Ford

Over the years competing in motorsport we have accumulated a large amount of competition and standard parts including cars and projects. The time has come to slim down so we are now looking to sell much of what we have accumulated. Below is a selection of what we have but if you are looking for anything in particular or just want to have a browse around the workshop please give us a call as we may have what you are looking for, the kettle is always on.

Cars & shells:

Vauxhall Firenza sold

Bedford Service Van in Martin Group Livery

fully renovated, partitioned and racked out. 240V Inverter, roof rack, multi drawer tool box & MOT £6,750

Or fully kitted out with tools, Jerry Cans, Heavy Duty Canopy etc. ready to use £8,500

Sunbeam Shells

Choice of 2 £ POA

Vauxhall Chevette Rally Car Project.

Well known ex Tyre Services Car from the 70's in need of renovation. Currently a GP4 rolling shell with 4 Linked Salisbury 4HA Axle, Bilsteins, Quick Rack, 4Pot AP Callipers, works pedal box, works fuel tank etc. Getrag box and single cam engine options available £ POA

Parts:

•	45DCOE Webers on pinto manifo	old	£ 650
•	Twin choke weber on crossflow m	nanifold	£ 75
•	Sunbeam Ti Manifold		£ 50
•	Chevette HS Body Kit (Used)		£ 90
•	Talbot Sunbeam Doors	From	£ 60
•	Talbot Sunbeam Rear Hatch		£ 30
•	Talbot Sunbeam Rear Lights		£ 10
•	Talbot Sunbeam Bonnet		£ 40
•	Mk1 Escort Doors	From	£ 40





Engines & Transmissions:

Vauxhall 2.3L Slant 4 built by Dave Brooks 208bhp. Big Valve Head, Forged Pistons, Kent VF3 cam, HP/ HC Oil

pump 48DCOE Deortos Suitable for Race or Rally £ 12,000

2 Litre Pinto Alloy Sump, Weber Carb
 Ford Type 9 GBox
 HD/CR Tracsport Rocket GBox ` SOLD

•	Sunbeam 1600cc Gearbox	£ 50
•	2Litre Pinto for re-build	£ 100
•	Lotus 907 16 Valve Head/cams/	
	carrier ideal basis for 16v engine	£ 350

carrier ideal basis for 16v engine £ 35

Wheels & Tyres:

•	4 Chevette 4 spoke revolution 6"x13"	£ 300
	Chevette Allycats 6" & 7" & 8"x13" from	
•	5 Peugeot 205 1.9Gti Alloys	£ 150
•	5 Ford GP4 Allycats 6"x13"	£ 150
•	3 Ford GP4 Allycats 7"x13"	£ 120

•	4 TR7 Extraction Alloys	£ 100
•	4 TR7 6"X13" Minilite style Alloys	£ 125

• 10 16" Subaru Alloys with Wets & Slicks £ 300

Parts are located in East Yorkshire close to JN37 M62 Phone Simon: 07785 308165, or Mick: 07748 347202



Hexham & DMC (**)





HADRIAN'S WALL

Roman 1900 Festival Tour 7th August 2022

Hexham & DMC are organizing the Roman 1900 Festival Tour on Sunday the 7th of August for motoring enthusiasts who would like to see Hadrians wall Country

The Tour will cover approximately 130 miles and will take in the upper reaches of the River Tyne and parts of the North Pennines

The route will take participants past places of historical, industrial and natural intrest and entrants will be free to enjoy the sights as the event is not timed.

The Tour starts with breakfast from 8am at the Sill National Discovery Centre, where entrants will be given easy to follow route instructions.

The first car will depart at 9:30am with crews following at one-minute intervals.

The route consists of A to C class Tarmac roads and covers some back roads and will take participants past castles, bastles, viaducts, hills and fells as well as sections of Hadrians Wall

The Tour ends at the Twice Brewed Pub where food and refreshments will be provided

Cars of any age, type and interest are encouraged to attend. From historic, modern and everyday family cars including hybrid and electric vehicles.

Entries are accepted via the electronic system below.

https://rallies.info/webentry/2022/roman/

Kielder Forest Stages will take place in Kielder on Saturday 18th June 2022.

We need marshals of all disciplines, timing marshals (Arrival, Start, Flying Finish & Stop, along with passage control), radio operators (Start, Stop & In stage) and in stage marshals. There is also the opportunity to marshal at the ceremonial start and also the refuel area.

If you are available to attend, please contact myself direct as Chief Marshal marshal@kielderforestrally.co.uk

or call 07889141828

RIP Julian Russell



Nancy, Callum and Scott Russell have today informed us of the sad loss of our long standing member and current President Julian Russell.

Julian passed away last night after a battle with illness.

Julian was a navigator, committee member, timekeeper and marshal in many events and will be known by many we are sure.

Further information will be available at a later date.

Stockport061MC

Les Fragle

28th March 1955 - 20th March 2022



Motorsport UK is deeply saddened to hear of the passing of Les Fragle, a key member of SD34 Motorsports group. Les stepped down two years ago as chairman, after 28 years of steering SD34 through ups and downs with changes that ensured it is at the centre of North West motorsport. Les was truly a 'professional' volunteer in motorsport, who took on many different roles.

Bolton-le-Moors CC

Bolton Midday Touring Assembly

Saturday 14th May

A leisurely day out on almost 150 miles of some of the best roads used on classic night rallies around Lancashire and North Yorkshire. Open to everyone and all vehicles.

A fantastic opportunity to blow the cobwebs off a lovely old classic, or simply stretch the legs of your daily driver and see some of the best roads on offer. We'll even feed you at the end



Bolton le Moors Car Club Ltd will organise a Touring Assembly, the "The Bolton Midday" on Saturday 14th May 2022.

The event will start from Guy's Thatched Hamlet, St Michael's Road, Bilsborrow, Preston PR3 0RS and finish at the Jolly Crofters public house, Chorley Old Road, Horwich BL6 6RE.

Link for Entries:

https://form.jotform.com/221006466619353

Regulations and further information available at blmcc.co.uk.

British Motorsport Marshals Club

MARSHALS WANTED

Yorkshire Motorsport Festival June 24th / 26th

near Holmfirth, West Yorkshire.
Contact: Tim Bendelow
mid-derbyshire-mc.co.uk

Inter-Association AutoSOLO Saturday 10th June

At the recent Motorsport UK Regional committee, it was agreed that there will be just 2 inter-association events in 2022, an Autotest delegated to the ANWCC and an AutoSOLO delegated to the ACSMC.

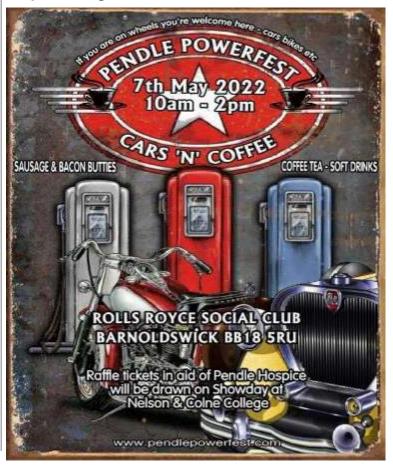
On behalf of the ACSMC the inter-association AutoSO-LO will be combined with the CAR-nival AutoSOLO event organised by the Dolphin MC to be held on Saturday, 11th June at Dalton Barracks, Abingdon. Regs for the event are attached.

This year is the 15th running of the AutoSOLO and Newbury Dolphin Motor Club have had the pleasure to run the AutoSOLO since it started at the CAR-nival. The 2022 CAR-nival AutoSOLO event counts towards four championships; the ACSMC, BTRDA (AutoSOLO and Allrounders) and CMSG AutoSOLO Championships and will also be the nominated ACSMC event for the Motorsport UK Inter Association competition.

The AutoSOLO is a popular part of the Abingdon weekend and entries for the event fill up fast so get your entry in quick as entries will be dealt purely on 'First come first served basis' from the date the entries open As a part of The Abingdon Motorsport CAR-nival Weekend (which has raised over £330,000), a large element of the event is based around raising money for good causes, in particular The Friends of Stowford (Charity No 1089136).

REGS:-

https://abingdoncarnival.com/car-nival-autosolo/





Four great confusions still unresolved

- At a movie theater, which arm rest is yours?
- 2. If people evolve from monkeys, why are monkeys still around?
- Why is there a 'D' in fridge, but not in refrigerator 3.
- Who knew what time it was when the first clock was 4. made?

AN INTERNATIONAL/NATIONAL **Event on the Isle of Man.**

- Fast and challenging for man and machine. Classic stages with a friendly rally family spirit.
- · Come and join us. We are recruiting. Marshals. Radio operators/ radio marshals, Timekeepers.
- · Event travel discount offered.

If you would like to join the team. Please contact us on Volunteermas@gmail.com

Pendle POWERFEST 29th May 2022

You can't keep the North West's Premier show locked down ever

Proud to Announce That we have chosen Pendleside Hospice as our chosen Charity

Bookings will be open soon as we are hard organising this year's event and looking forward to have everyone back on showground at Nelson & Colne College.

Keep watching for more updates as we get nearer our event







Motorsports Photography and Journalism

Classic Rallying | Historic Rallying | Road Rallies Stage Rally | Targa Rally | Vintage Car Rallies Sprints & Hillclimbs | Stock Cars | Off Road

Phil James

Motorsports Photographer & Journalist

07771 76 86 57 phil@pro-rally.co.uk

01772690034

Maria ProRallyPhoto





KLMC TARGA

Sat. 12th November

- Round of the BTRDA Targa Championship.
- Based on the Warcop Army ranges in East Cumbria.
- 4WD cars welcome
- No Tyre restrictions
- Evening section.



Mull Car Club Dunoon Presents **Argyll Rally**

Friday 24th & Saturday 25th June 2022

Mull Car Club are pleased to announce that preparations for this year's event are going well. The Rally has had a lot of local support to bring the event back to Dunoon and the Cowal Peninsular. The success of last year's event is down to a lot of effort by everyone involved. Which we cannot thank you all enough for.

So, we would love to have you all back again this year, With Covid restriction being a lot less, we should be able to socialise in a more conducive manner. Maybe go as far as a pint or two. Marshal Registration will begin at the end of January hopefully you will be able to join us again for the Argyll Rally 2022.

I see people my age out there climbing mountains and zip lining and here I am feeling good about myself because I got my leg through my underwear without losing my balance.

Kirkby Lonsdale MC

CARS THE STAR SHOW

Holker Hall and Gardens Sunday 17th July



We welcome you to the 2022 Cars the Star Show, supported once again by the Detailing Studio
The date for your diary is 17th July in the magnificent grounds of Holker Hall, Cark in Cartmel.

Trade and Car Entries are available at

https://www.rallies.info/.../2022/carsthestar/webentry.php

Public admission tickets will be available soon

MID CHESHIRE MRC Scammonden Dam Hillclimb

Sunday July 31st



Regulations & ENTRIES ON-LINE at https://mcmrc.co.uk/



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SD34MSG 2020 Championships Open to ALL SD34MSG Group Members

- Autotests
- . PCAs
- AutoSOLOs
- Road Rallies
- Stage Rallies
- Sprints
- Hillclimb
 Enter ALL for Just £5
 Register on Line
 http://sd34msg.org.uk

200

WARRINGTON & DISTRICT

Wern Ddu PCAs



A reminder of the Summer Series dates

- · 26th June
- 4th Sept
- 13th Nov



This year, entries have been opened for the whole season.

Entries close 1 month before each event.



Larry the Cat has a Statement "I did NOT attend the Party at No. 10, with Boris!"



MARTIN SCHANCHE TROPHY



During the course of the weekend (16/17th April), Tony Lynch and the team were presented with the MARTIN SCHANCHE trophy for **BEST PRESENTED team of 2021.**

It was a huge honour and shock to receive the award from Shirley Gibson and the Retro Rallycross team.

Many Thanks to ALL Those that have helped

- Landsail Tyres
- Landsail Motorsport
- Lucas Oil Products UK
- Lucas Oil
- **Pemberton Tyres**
- **AVO Suspension UK**
- Wigan Car Paints, Rye Motors
- Toyota UK
- Toyota MR2 MK1 Club
- Feel Good Health Club Bolton

Wallasey MC 🐯 CATACLEAN **Promenade Stages**

Wallasey Motor Club is delighted to announce that, after a two-year gap, the Promenade Stages Rally will return in 2022, supported by our new event sponsors, Cataclean https://www.cataclean.com/

The event, which will take place on 9/10th September, will be the 40th running of this popular event, so competitors, spectators, marshals, organisers, please come along and join us in this celebration of our very special event.

We plan for entries to open in the first half of July, date to be confirmed in the next few weeks.

This will the final year that the rally will be organised by the current Wallasey Motor Club team. If another club / team would like to be involved with a view to taking the event forward then please email either

Pat Marchbank **Gary Marriott**

pat 01@live.co.uk or gary.marriott80@btinternet.com

Acknowledgements

Thanks to all contributors - and a big thanks to the Championship Compilers

Steve Butler Road Rally **Tracey Smith** Stage Rally

League & Individual Steve Lewis Alan Shaw Marshals & U18 Steve Price Sprint & Hillclimb Tracey Smith None Race / None Rally

(not an easy job keeping track of all those events and competitors from so many different clubs)

A Special mention of gratitude to ALL THOSE CLUBS AND PEOPLE WHO DO SEND IN REPORTS.

Jokes, Photographs, Information, reports etc

Terry Martin (CDMC)

Rod Brereton, (PDMC)

Richard Hart

Brian Wragg (L'pool MC) Greg Harrod (Lampeter)

George Jennings (WaDMC) Keith Thomas (Wigton)

Tony Lynch (WiDMC)

Tommi Meadows (CDMC) **Bob Hargreaves (KLMC)**

Barry Lindsay (SMC)

Colin Blunt (CDMC) Niall Frost (IDMC)

John Harden (LiMC)

Dan Willan (KLMC)

Ian Harwood (KMC)

Paul Gilligan

Donald Tarbet (ANECCC) Adrian Spencer (Wigan)

Phil Andrews

Steve Entwistle.

John Rhodes (APMCC)

Bruce Lindsay (PDMC)

Steve Butler (CDMC)

Tony Vart (CDMC)

Barry Allman (CDMC) Neil Raven (IDMC)

Tony North

Ed Graham (HexDMC)

Dave Williams

Bill Honeywell (CDMC)

Amy Honchoz (IDMC)

Dave V. Thomas (ANWCC) Geoff Bateman (WCMSC)

Ian Clapham (116 MC)

Geoff Bengough

Bill Wilmer & The Gemini Team

Keith Lamb (Gemini 9) Ian Davies (Gemini 23) Peter Langtree (Gemini 48) Tony Jones (Gemini 56 Steve Coombes (Gemini 5) David Bell (Gemini 61)

> Phil James of Pro-Rally, Paul Commons Photography Paul Gilligan 'Inside the Industry' Garry Simpson Songasport **Duncan Littler Speed Sports Photography** and last but not least, Chairman (& my complaints manager)

Steve Johnson

& if I have left you out of the above credits, Sorry and PLEASE tell me

The opinions expressed in this publication are those of the individual contributors, and not necessarily those of the editor or the member clubs or the committee of SD34MSG

SD34MSG



Wed. 18th May 8:00pm

The Poachers

Bamber Bridge, PR5 6BA **Just of the M6 Junc 29**

Why not join us for a bite to eat before the Meeting - at approx. 6:30pm



Monday 6th June

www.ancc.co.uk



Tues May 10th '22 8pm at the Kilton Inn **Knutsford**

http://anwcc.co.uk

ANECCC



Thursday 21st July By Zoom ?? http://www.aneccc.co.uk/

The intention is to publish this EMag every month It will be emailed to ANECCC, ANWCC, ANCC & SD34MSG Delegates for them to forward to their Club Members as they wish.

Deadline for copy

For the June Edition is Saturday the 28th of May which is due out on Tuesday the 31st of May PLEASE Email Reports etc. ASAP

to Maurice Ellison at :

sd34news@gmail.com NB: The Editorial team reserves the right to do their job as

Editors and may amend articles and reports as they see fit